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## American Railroad Journal.

New York Saturday, March 9, 1872.

### New York, West Shore and Chicago Railroad.

At a meeting of the Newburgh Common Council on the 28th ult., a resolution granting the New York, West Shore and Chicago Railroad the right of way for the laying of tracks through that city was unanimously adopted, with the proviso that the road shall be constructed within four years from date. Mr. Courtney, the President of the Company, in his remarks before the Board, said that his Company purposed to put the entire river line under contract between now and the first of May. They would probably commence work in Newburgh in May. They only asked two years for the completion of the river line. The entire line of road from New York to Buffalo would be put under contract the coming summer. They would set at work as soon as the season opened from three thousand to seven thousand men. The men would be put at work on the sections just as fast as they were located and the right of way obtained.

## NORTHERN PACIFIC GOLD BONDS.

Sales December, January and  
February over \$3,500,000.

Banking House

## JAY COOKE & CO.

The policy of the Government looks to a steady redemption of its Bonds at Par.

In view of this fact we would suggest that holders avail themselves of the present favorable opportunity of exchanging their securities for a

## Bond of Equal Safety.

Many holders are exchanging them for NORTHERN PACIFIC GOLD SEVEN-THIRTIES, at a large profit.

These Bonds furnish to the public an Investment Security which combines the ready Negotiability, the Convenience, and the high Credit of a first-class Railroad Bond, with the Solidity and Safety of a Real Estate Mortgage on Land worth at least twice the amount loaned.

They are offered at Par in currency, FREE OF UNITED STATES TAX, and both principal and interest are payable in GOLD COIN.

All marketable stocks and bonds received (by express or otherwise) at current prices in exchange for Northern Pacific Seven-thirties without expense to the investor. Pamphlets and full information furnished on application.

JAY COOKE & CO.,  
New York, Philadelphia & Washington.

## Money Market and Specie Payments.

The history of the course of monetary affairs for the past month has been a very instructive one. It has exhibited not only our dangers, but our strength. It has demonstrated that however wisely statesmen may have contrived to prevent us from falling into "entangling alliances" with the nations of Europe, we feel keenly and immediately, not only the course of the higher order of trans-Atlantic affairs, but the petty phases of European politics, and even the jealousies and ambitions of the great families. For the exigencies of commerce pay little heed to political boundaries, or to varieties of religion and language. And in the influence which commerce and finances exert, we have a better guarantee for the maintenance of peace than in the labors of diplomats.

If it be true that we cannot escape a direct interest in the political intelligence from Europe, it is also true that we are in a position to meet even extraordinary emergencies. The fact that Europe holds large amounts of our Government and railway bonds, which may be sent back upon our money market at an hour's notice, has been so frequently stated, and reiterated, that it is constantly in the minds of our financiers and bankers, and induces reserve and prudence in their action, which otherwise might not be maintained.

But the most obvious inference to be drawn from the course of gold, and the state of our money market, during the financial flurry in London, growing out of the Alabama claims, is, that we are nearly ready to resume specie payments. It is certainly time this were done. No interest suffers more directly and palpably from a depreciated currency, than the railway interest. With most of the charges of railways limited, by law or custom, their expenses are swollen indefinitely by means of a currency of a fluctuating and uncertain value. It is now nearly seven years since the termination of the late civil war. Since that time our currency has been contracted about two hundred millions of dollars, and such has been the increased use thereof, that at least a hundred million dollars more are needed now than then. The absurd and unbusiness like theory on which the contraction of the currency was stopped five



years ago, viz., that the country would grow to the volume of the currency, seems about to be realized. Our financial history is full of surprises, and this is not the least of them. The growth of our country seems at length to be about to accomplish what should have been the first object of our public men. All schemes to elevate public and private integrity, to economize public and private expenditures, relieve the burdens of taxation, and revive manufactures and commerce, can have but partial success so long as our currency is a thing of uncertain value, and our wealth rests upon an uncertain basis.

The indications of a probably early resumption of specie payments are found in the fact that, with other circumstances, such as an extraordinary demand to pay duties, and an active speculation, gold advanced less than one per cent. in this market in response to the panic in London growing out of the Alabama claims. On the breaking out of the Franco-German war gold advanced about eleven per cent. The recent small rise may, we think, be taken as an indication that the present premium on gold is the result of artificial influences. The stringency in the money market cannot be attributed to anything else than our depreciated currency. With speculation dormant, and business everywhere kept within narrow limits, the great staples of the country passing into the hands of shippers and consumers, and an increase in the number of people who are disposed to live upon the proceeds of money loaned, there is still a scarcity of money. In Wall street, borrowers "on call" are compelled to pay seven per cent. and upwards, and first class commercial paper cannot be sold better than 8 to 9 per cent. discount. If this be the case in March, when the action of the markets for produce tends to the relief of banks and money lenders, what will be the state of the money market next August, when is commenced the annual call for money to "move the crops."

The large and increasing amounts of European capital which are invested in our securities and public works seem to afford little relief. Where is it to be found, except in the restoration of a sounder basis of values, and a consequent better security to lenders? The money market is in a state of stringency, because there is so little inducement to put money in circulation. Money always seeks the market when it is most secure, and not when it is the dearest; and what appears like another anomaly, money is always cheapest when it is most actively employed. The return to specie payments, besides affording a sound basis of values, would increase our circulating medium by at least a hundred million dollars of hoarded gold and silver, and thus contribute in a two-fold degree to promote ease in the money market. By this means the marketing of railway securities would be encouraged, the cost of building and operating them diminished, and their net resources increased.

It is to be hoped that so desirable a consummation may not be long delayed. It need not be, beyond the commencement of the next crop year. We are not in the secrets of the Treasury Department, and do not know how far Mr. Boutwell may be inclined or able to facilitate the resumption of specie payments. We hope and believe

the prospect will excite his friendly interest. Certainly, nothing would redound more to his honor than the re-establishment of the currency of the United States upon the basis of gold and silver.

#### Metropolitan Branch Railroad.

In June next the Baltimore and Ohio Railroad will open the direct line from Washington to the Point of Rocks, there connecting with the main stem and reducing the time to Pittsburgh and Cincinnati two or three hours, and avoiding all changes and transfers. This piece of road, though only forty two miles long, was estimated to cost \$2,600,000, and one single mile upon it, near the mouth of the Monocacy river, has already cost nearly \$300,000. The country between Washington and Harper's Ferry consists of a series of bold, almost mountainous hills, which are crossed transversely by streams emptying into the Potomac, and this road is to leap every stream on a high and costly bridge, and then plunge immediately into a heavy rock tunnel. In one place 100,000 cubic yards of rock and earth had to be moved. Some of the cuts are 50 feet deep, and many of the embankments 60 feet high. The cuts are only 18 feet wide at the bottom and only ten men can work in each end of the cut—in some cases progressing no more than 25 feet in one month.

#### Rutland Railroad.

##### REPORT OF THE PRESIDENT.

It becomes necessary, in this report, to enter into the history of the corporation that the stockholders may understand clearly its position, and be able to make an estimate of the value of the property, at the same time to correct as far as possible, the erroneous statements that have been put forth in regard to the executive officer of the company in the management of its affairs. When honor and integrity are called in question, may I not ask of you a candid hearing? My purpose will be to present to you facts, and leave you, in a great measure, to draw your own inferences. I shall not enter upon anything personal, in a business document. I had prepared a report for the annual meeting, and had I arrived in season, or the meeting been adjourned as I requested, so there could have been a fair understanding of the position of the corporation, it would have been very much for the interest of the stockholders. Now, my main purpose will be to try and regain the lost ground, and restore confidence.

The present position of affairs requires quite an enlargement of the original report I had prepared, the substance of which was briefly stated to the few stockholders who remained after the business of the meeting had been substantially completed, as appears from the official report of their proceedings.

For your information you will find in the appendix a copy of the charter and an amendment thereto, also the by-laws, to which your attention is directed. Endeavor to fix in your mind the duties of the officers, and carefully consider the following, from the records of the company:

The company was organized at Rutland, on the 9th of July, 1867, by the choice of Edwin A. Birchard, John Howe, Jas. H. Williams, John B. Page, Peter Butler, Geo. B. Chase and Geo. M. Barnard as Directors, by a unanimous vote of the stockholders. And the Board organized by the election of John B. Page, President; J. M. Haven, Treasurer; J. H. Williams, Clerk *pro tempore*.

The directors proceeded to take steps to procure the conversion of the first and second mortgage bonds into preferred and common stock, as authorized by the charter; with what success, is shown by the President's report to the Board of Directors and stockholders, presented at the first

annual meeting after the organization held at Rutland, 23d December, 1868. This report was as follows:

Preferred stock issued .....	\$1,804,400
Common " .....	2,857,200

Total amount of stock .....	\$4,261,600
The principal of the first mortgage is ..	\$1,800,000
Of these bonds there has been converted into preferred stock .....	997,800
Overdue interest on the same bonds ..	806,600

Total .....	\$1,804,400
The principal of the second mortgage is ..	\$1,200,000
This mortgage has been foreclosed, and under the authority granted by the Legislature, this corporation has been formed.	
Second mortgage bonds converted into common stock .....	\$1,071,500
Interest and coupons on same .....	1,010,700
In settlement of claims on road-bed and real estate .....	275,000

Total amount common stock, .....	\$2,857,200
Dividends paid in February and Aug., 1868, of 3 1/2 per cent. each on preferred stock .....	\$118,835 50
In settlement of claims on road-bed and real estate, including common stock at par .....	\$317 500 50

After the reading of this report, the old Board was unanimously re-elected, with the exception of John Howe, who having declined, Lawrence Barnes was elected in his place.

The funds (\$118,835 50) for the payment of the dividends in February and August, 1868, were raised upon the notes of the company, indorsed by the directors, and by authority given by the Board, 31st January and 18th July, 1868, all the Board being present at each of said meetings, except John Howe. The vote unanimously adopted was as follows:

"That the President and Treasurer of this company be authorized to raise the necessary money to pay a dividend upon the guaranteed preferred stock, on February 1, 1868, (and 1st August, 1868,) and should any person or persons endorse the drafts or notes of this company for that purpose, such persons shall be entitled to all the rights of subrogation, benefits and securities growing out of such payment, as security for such endorsement."

At a meeting of the Board, held January 16, 1869—present, all the directors—the same form of vote was unanimously passed in regard to the dividend payable February 1, 1869. And the money was raised for payment of that dividend on the Treasurer's acceptances, endorsed by the directors. The amount of this dividend was \$63,451 50. The dividends due on preferred stock in August, 1869, and February, 1870, were, by vote, of the Board, passed, and remained unpaid until the subscription to the preferred stock in 1870, when they were adjusted and paid in that stock; and for this reason these dividends are now charged to coupons on first bonds. The next annual meeting was held at the office of the company on the 30th day of December, 1869. The official record of that meeting is as follows:

"The President presented the annual report, and on motion of Mr. Chase, seconded by Mr. Spencer, the report was unanimously accepted, and five hundred copies of the same ordered printed, and a copy thereof sent to each stockholder." This vote was complied with. The following is the balance sheet presented on that occasion and printed:

#### RUTLAND RAILROAD COMPANY.

BALANCE SHEET, September 30, 1869.

Stock .....	\$3,000,000 00
do. preferred .....	1,831,400 00
Bills payable .....	265,488 04
Balance of sundry accounts .....	76,340 21

\$5,173,228 25



## CONSTRUCTION ACCOUNT.

First mortgage bonds .....	\$1,012,000 00
Coupons and interest .....	819,400 00
Second mortgage bonds retired .....	1,083,000 00
Coupons and interest .....	1,022,800 00
Real estate, docks and cars .....	441,541 25
	<hr/>
	\$4,881,741 25
Dividend account .....	182,287 00
Common stock to retire outstanding second mort. bonds .....	\$223,500 00
Common stock on hand for other purposes .....	885,700 00
	<hr/>
	609,200 00
	<hr/>
	\$5,173,228 25

J. M. HAVEN, Treasurer.

September 30, 1869.

August dividend 1869, due holders of preferred stock, and tax .....

## OUTSTANDING UPON THE ROAD.

Rutland &amp; Burlington, second bonds .....

Rutland &amp; Burlington, first bonds .....

The stockholders proceeding to the election of directors, the old board received the unanimous vote, and were declared duly elected. The board was organized as before.

The annual meeting for 1870 was called to be held on 29th December. Owing to the pending negotiations in reference to a lease of the property, the meeting was adjourned without transacting any business until the 26th day of January, 1871.

The record of this adjourned meeting is as follows:

"The meeting was called to order by the president; the proceedings of the meeting of which this is an adjournment was read. The president presented his annual report; on motion, the same was accepted, and ordered to be printed."

The following is the balance sheet then presented:

## RUTLAND RAILROAD COMPANY.

BALANCE SHEET, December 31, 1870.

Common stock .....	\$2,700,000 00
do. preferred .....	3,685,700 00
Bills payable .....	716,562 69
Equipment bonds, 7 per cent .....	500,000 00
Balance of sundry accounts .....	104,621 19
	<hr/>
	\$7,706,883 88
1st mortgage bonds, principal .....	\$1,072,500 00
Paid on decree to W. T. Hart, Trustee, and Jno. S. Farlow, for committee .....	989,000 00
Coupons first bonds .....	1,148,018 97
Interest paid first bond account .....	423,647 00
Second bond principal .....	1,104,200 00
Coupons second bond .....	1,042,100 00
For construction account .....	815,000 00
For rolling stock .....	325,200 08
Interest and miscellaneous expenses .....	117,283 44
Common stock on hand .....	268,700 00
Real estate .....	100,177 25
Cash .....	301,027 14
	<hr/>
	\$7,706,883 88

J. M. HAVEN, Treasurer.

## OUTSTANDING.

First mortgage bonds .....

Second mortgage bonds .....

After ratifying the proceedings of the directors, which will fully appear hereafter, the stockholders proceeded to the election of directors, and the old board were again re-elected, with the exception of George M. Barnard, whose resignation having been accepted by the board on December 3, 1870, D. N. Skillings was elected to fill the vacancy.

The last report was not printed in pamphlet form, but was given to the press and appeared in the proceedings of the meeting, as published in the "Rutland Daily Herald" on the morning of January 27, 1871.

At all the annual meetings after the organization, the president, in addition to presenting the reports of the condition of the corporation, gave to the stockholders full statements of the earnings and expenses of the road as operated by the trustees. It is not necessary to encumber this report with a repetition of these statements, as they are fully set forth in the settlements of the trust accounts. To give the stockholders the latest information, the accounts were closed October 1, in each year, while in the settlement confirmed by the court the year closed August 31. The books of the corporation are open to any stockholder that may desire to verify the foregoing reports.

Now I confidently submit this point to your judgment; has the president discharged his duty fully as required in the seventh by-law under the clause "he shall annually submit to the directors and corporation a report of the business and prospects of the corporation?"

We will now consider the action taken by the Board to relieve the corporation from the effect of the "Mandate for Decree," sent down by the Supreme Court of Vermont to the court of chancery in February, 1870.

At a meeting of the directors held March 10, 1870, present: all the board. On motion it was voted "That the president of the corporation be authorized in his discretion to negotiate with the trustees and committee of the first mortgage bondholders for a settlement of the decree made at the last term of the Supreme Court in Rutland County, Vermont, and upon such terms as he may deem desirable."

Under the authority thus conferred, a negotiation was opened and resulted in the following:

## "STIPULATION."

NEW YORK, MARCH 23, 1870.

Cheever and Hart, Trustees, et al. } In Chancery  
 al. vs. The Rutland and Burlington } Rutland Co.  
 R. R. Co. et al. } Vermont.

It is mutually stipulated by and between the said Cheever and Hart and J. S. Farlow, of the committee of first bondholders of the first part, and John B. Page on behalf of himself and the other defendants in said cause and the Rutland Railroad Company of the second part, as follows:

1. That the party of the first part now hold and control of the said first mortgage bonds, six hundred and forty-five thousand nine hundred dollars\* in amount of principal thereof, including thirty thousand in possession of — Mixer; fifteen thousand five hundred in possession of Southworth Shaw and nineteen thousand five hundred in possession of Peters and Gooch.

2. That, according to the late decision of the Supreme Court of Vermont in said case, there will be due on said bonds on April 1, 1870, \$1,549,680, subject to such increase, if any, as payment in coin would produce, if payment in coin be demandable.

3. That the costs and proper expenses of the orators in said suit and the matters connected therewith are settled at the sum of eighty-seven thousand six hundred dollars; and for the difference between coin and currency payment, for the purpose of this adjustment, there is fixed the sum of one hundred and two thousand dollars.

4. That the party of the second part shall pay to the party of the first part for such costs, expenses and difference the sum of one hundred and ninety thousand dollars on the 15th day of April, 1870.

5. That toward the satisfaction of said bonds and interest due thereon, the party of the second part shall pay to the party of the first part, four hundred thousand dollars, with interest at the rate of seven per cent. from said April 1, 1870, on the 15th of May, 1870; and four hundred thousand dollars, with like interest at the like rate

\* There was withdrawn from the trustees and committee after the stipulation was entered into \$15,500 of bonds, leaving to be settled for with them \$830,200 only of first bonds, without including interest.

from said first day of April, on the 1st day of October, 1870, and four hundred thousand dollars, with like interest at the like rate, from said first day of April, on the first day of January, 1871, the balance of three hundred and forty-nine thousand six hundred and eighty dollars, with like interest at the like rate from said first day of April, 1871, and to be paid at the office of Cheever & Hart, trustees, in Boston, Mass., (No. 20 State street, at present.)

6. That if any of the constituents of the said party of the first part shall on or before June 1, 1870, be dissatisfied with the stipulation and withdraw their respective bonds from the said amount before stated, the said party of the second part shall be allowed a rebate for said difference in coin and currency payment at the rate of six and six-tenths per cent. on the amount so withdrawn, and shall not be required to pay said bonds under this stipulation.

7. That on the 1st day of June, 1870, the party of the first part will make a correct schedule of the number and amount of bonds not withdrawn as aforesaid, which list shall be furnished to the party of the second part and be the basis of such payment thereon as aforesaid.

8. That upon each of said payments on said bonds the sum shall be either indorsed or stamped thereon, or a receipt shall be given therefor on the back of said list.

9. When the last payment shall be so made upon said bonds the same shall be delivered up to the said party of the second part.

10. The various suits (except the one above entitled) existing against said Cheever & Hart and their associates, or any of them being, so far as recollected, Spencer et al. v. Cheever & Hart et al. and Birchard & Page v. Cheever & Hart, shall be discontinued without costs to either party, and all orders and decrees for costs now existing in any of the litigations or the subject or connected therewith, except as heretofore provided, shall be waived.

11. The party of the second part shall relieve and save harmless the party of the first part, and also said Farlow and his associates, from all liability upon and in respect to the Smalley contract, (so called) and from any claim by E. J. Phelps upon them or any of them, for fees, &c., in any of these matters, if any such claim exists.

12. The said Cheever & Hart shall release in legal form to the trustees of the second mortgage R. & B. R. R., the property in Burlington, Vt., now standing in the name of said Cheever, and known as the hotel and wharf property, on the payment of said last installment on said bonds.

13. So long as the foregoing stipulation shall be faithfully kept and performed by the party of the second part, severally, as before stated, the said party of the first part and the said Cheever & Hart, trustees, shall not take any steps under the late mandate of the Supreme Court of Vermont to obtain possession of the property therein referred to, but the said matter so far as they are concerned shall remain as it now stands in court from term to term, and with the court between terms; and when as soon as all such payments shall be made as aforesaid, the said Cheever & Hart will apply to said court for leave to resign their said trust and for the appointment of proper trustees in their stead, so as to be relieved from all further duties and responsibilities in the matter.

14. This stipulation being made for the mutual accommodation of some matters in said cause not yet settled, and for the convenience and advantage of the defendants in said cause and of the first mortgage bondholders, so far as they are known to and actually represented by the party of the first part, is not to have the effect to disturb the rights of other first mortgage bondholders than those represented as before stated, nor the rights of said defendants or the party of the second part as to them, but all such matters and rights are left to be prosecuted and defended as to the persons interested may be lawfully advised.

15. But if the party of the second part shall fail or omit to make payments aforesaid at the



times respectively stated therefor and to perform the others things by him to be performed, then, and on every such failure or omission, the said Cheever & Hart, trustees, shall be at liberty to take all the steps, and shall have all rights and remedies provided in said mandate, or which otherwise might or would appertain to the trustees of said first mortgage, if this stipulation had never been made, and the same shall in such case be in no wise resorted to, to hinder, delay, alter or affect the rights of said first mortgage trustees injuriously.

16. That the party of the second part may, if he choose so to do, perform any of said matters for him to be performed at any earlier time than before stated, and when all shall be so performed, the parties of the first part shall proceed as is before provided in that case.

[Signed] W. T. HART, for himself.

JAMES CHEEVER, Trustee 1st Mort.  
J. S. FARLOW, for himself

And associates of the Committee.

It will be observed that at the time the "stipulation" was entered into Cheever and Hart represented only \$645,700 of bonds. A large proportion of the balance of the \$1,800,000 of first bonds had been converted into preferred stock. The question that presented itself was: Shall the directors permit the road to go under the decree on the 1st of June, 1871?

If the question was decided in the affirmative the position of the preferred stockholders was questionable, and the common stock of the company would have been of no value, neither would the first bondholders, represented by Cheever and Hart, have been paid until the money could be realized from the earnings of the road.

The board, at the meeting of March 10, 1870, also considered the question of raising the means to pay the outstanding first bonds, and adopted the following resolution:

*Voted*, That this company issue one million dollars preferred stock at par, for the purpose of raising means to pay first mortgage claims upon the property of this corporation; and that the subscribers for said preferred stock be entitled to receive thirty per cent. of this subscription in the bonds of the company, having ten years to run, bearing interest at 7 per cent. per annum, payable semi-annually, and free of United States tax, for such amount of said preferred stock as they may take or subscribe for.

The following form of subscription for raising means under the foregoing resolution was presented to the board by the president and unanimously adopted. It was as follows:

Whereas, The Rutland Railroad Company, at a meeting duly called and held by the directors of said company on the 10th day of March, 1870, unanimously adopted the following resolution, viz:

*Resolved*, That this company issue one million dollars preferred capital stock at par, for the purpose of raising means to pay first mortgage claims upon the property of this corporation; and that the subscribers for said preferred stock be entitled to thirty per cent. of their subscriptions in the bonds of the company, having ten years to run, bearing interest at ten per cent. per annum, payable semi-annually, free from United States tax, for such amount of said preferred stock as they may take or subscribe for.

Now in consideration of the premises, we, the undersigned, do hereby severally agree, and with the said Rutland Railroad Company, to take, and we hereby severally subscribe for the number of shares of said preferred stock set opposite our respective names upon the terms expressed in said resolution, and we agree and promise the said company, each for himself, to pay the amount thereof to the treasurer of said company, as follows: one-half on or before the tenth day of April, and one-half on or before the tenth day of May, A. D. 1870, the interest to be made up as of February 1, 1870.

March 11, 1870. The directors assembled pursuant to adjournment, when, on motion, it was also

*Voted*, To issue preferred stock to the present holders of said stock sufficient to make the whole amount of preferred stock, at par, equal to the principal and interest as determined by the late decision of the Supreme Court of Vermont: provided each holder of preferred stock subscribe and pay for one share of new stock for every four shares that he now holds.

The necessary votes were also passed authorizing the issue of \$500,000 of seven per cent. bonds. A subscription list was opened under the authority thus given, and the stockholders apprised of the condition of affairs, as appears by the following circular, sent by mail to each stockholder:

*"To the Preferred Stockholders of the Rutland Railroad Company.*

As the Supreme Court of Vermont has allowed a higher rate of interest upon the first mortgage bonds of the Rutland and Burlington Railroad Company than was anticipated at the time of the conversion of bonds into preferred stock of the Rutland Railroad Company, and the directors of said company desire to do justice to all parties, and to provide for the removal of all incumbrances on the property of the company, and to settle all litigation; they therefore propose that each holder of preferred stock who shall pay to the company before the tenth of May next an amount equal to one-fourth of the par value thereof, with interest from the first day of February last, shall receive.

1st. The amount of the principal so paid in preferred stock at par.

2d. Thirty per cent. of said principal in seven per cent. bonds of the Rutland Railroad Company.

3d. An amount of preferred stock sufficient to make the whole amount of his preferred stock at par equal to the principal and interest of the first mortgage bonds as determined by the late decision of the Supreme Court of Vermont.

Under this arrangement the whole amount of preferred stock, when all the outstanding first mortgage bonds shall have been converted will exceed (\$4,300,000) four million and three hundred thousand dollars. This represents one hundred and twenty miles of road, with its equipment, machine shops, wharves and station houses, all in good repair and condition. The equipment, fuel and supplies could be sold for at least (\$1,200,000) twelve hundred thousand dollars, leaving about \$25,000 per mile for a road which is indispensable to the business on its line, and could not now be built for \$50,000 per mile.

The gross earnings of the past year, ending January 1, 1870, were \$856,426 34, and but for the great freshet of October last would have been nearly \$100,000 more. It is believed that with additional equipment and under corporate management the earnings can be increased to at least \$1,200,000 per annum, and that in a very few years they will reach \$1,500,000.

The option of the stockholders to take stock under this arrangement will expire on the first of May next. Blanks will be forwarded in a few days, with statement of your stock, and payments to be made under this circular, and your early reply is requested.

JOHN B. PAGE,  
GEO. M. BARNARD,  
GEO. B. CHASE,  
PETER BUTLER,  
E. A. BIRCHARD,  
LAWRENCE BARNES,  
JAS. H. WILLIAMS.

} Directors.

Office of the Rutland Railroad Company, Rutland Vt., April 13, 1870."

There was realized upon this subscription, up to December, 1870, \$1,374,900; there had been paid Cheever and Hart, under the "stipulation,"

†The appraisal at the cash value of these items under the lease to the Vermont Central and Vermont and Canada Managers will amount to nearly \$1,800,000,

\$989,000; and the payment due 1st of January, 1871, with the interest, was \$421,000.

By the terms of the "stipulation" the final payment was to be made on the 1st day of April, 1871. Owing to the arrangements for the lease to the Vermont Central Managers, which was pending, it was found necessary to pay Cheever and Hart in full. Arrangements to this end were made by Mr. Chase, in connection with the President, and on the 21st of January, 1871, there was paid \$327,586 88, which substantially fulfilled the stipulation on the part of the corporation; and thereupon Cheever and Hart, on application to the court, were permitted to resign their trust.

When the lease was under consideration the question arose about the ability to give possession should the same be consummated, and it was frankly conceded that the trustees in possession had the power to retain their position and lien upon the property, but they cordially united in carrying into effect the lease. The board were informed that it was impossible, except upon a careful inventory, to determine the condition of the trust accounts.

The opinion was expressed that upon realizing upon their assets their accounts would nearly balance. It was proper if the trustees gave up possession that they should be indemnified, and it is quite evident that if the trustees had had in their hands ample funds they would not have required any indemnity; therefore,

At a meeting of the Directors held in the office of the company, No. 13 Kilby street, Boston, Dec. 31, 1870—present, John B. Page, Peter Butler, George B. Chase, E. A. Birchard, Lawrence Barnes and J. H. Williams—on motion, it was unanimously voted.

"That this company issue one thousand shares of preferred, and one thousand shares of common capital stock, which shall be appropriated with the dividends thereon, as well as this company's share in the rent and proceeds of the notes and orders given for lease of Rutland Railroad and the personal property appertaining thereto in trust, and as a security, to be applied in payment of the outstanding liabilities of the second trustees operating and running the road, and for the purposes set forth in the decree of the Court of Chancery in the case of Cheever & Hart and others v. Rutland and Burlington Railroad Company and others, and in substitution for said road and property should said lease be perfected to the Managers of Vermont Central and Vermont and Canada Railroads, and that the treasurer be directed to transfer the claim thereto to said second trustees, but subject to the approval of the Court of Chancery, in which said cause is pending."

The stock provided for in this resolution has never been issued to the trustees.

This subject was brought before the Stockholders at the annual meeting held on the 20th of January, 1871, for their ratification, there being represented in said meeting 50,748 shares.

The following resolution was unanimously adopted at this meeting:

"Whereas at a meeting of the Directors of the Rutland Railroad, held December 31, 1870, a vote was passed having in view indemnity of the 'second Trustees' against all outstanding liabilities incurred in the operating and running the Rutland and Burlington Railroad, and for the purposes set forth in the decree of the court of chancery in the case of Cheever and Hart and others v. the Rutland and Burlington Railroad Company, now, in furtherance of this vote, *Resolved*, That the stockholders of the Rutland Railroad hereby instruct and direct the Directors to give to the trustees of the Second Mortgage Bonds of the Rutland and Burlington Railroad such security and bond of indemnity as shall hold said trustees harmless and free from all personal liability for any and every act pertaining to said trust."

The contracts and leases referred to in the foregoing

†In order to procure a modification of the pending injunction to permit a change of possession,



going votes, are given in full in the appendix, with all the papers relating thereto, and the attention of stockholders is directed to them. In this connection I give the principal votes authorizing their execution, etc.

At a meeting of the Directors of the Rutland Railroad Company, held at their office, No. 13 Kilby street, Boston, December 31st, 1870.

It was unanimously voted, "That the President of this company be directed, and he is hereby authorized to execute in his name and behalf, a contract or lease of their Railroad and property, in connection with the other roads and lines, as well as to sell and transfer the supplies, fuel, lumber contracts and interests in said contracts named, to the Managers of the Vermont Central and Vermont and Canada Railroads, for the purpose expressed in said contract, and upon the terms therein stipulated, which contract is dated this 30th day of December, 1870; Provided, 1st That this corporation at their adjourned annual meeting assent thereto, and the court of chancery of Vermont by their order allow such transfer and sale of the Rutland Railroad and its property appertaining thereto. 2d. That the said party of the second part shall assume and perform the stipulations contained in said lease or leases referred to in said contract, except the rent reserved in each, which they the said party of the second part to said contract shall agree to pay to this company. 3d. That this company, or the said lessees in said leases to be assigned as provided in said contract, may have the right to determine said contract and re enter upon said road and property if there be any neglect or default to make payment or payments within sixty days after the same becomes due and payable by virtue of said contract and orders, or shall fail to perform any of the stipulations therein contained. 4th, That said Managers of Vermont Central and Vermont and Canada Railroads shall be authorized by the court of chancery to make and enter into said contracts as aforesaid, and shall also be duly assented to and approved by the advisory committee of bondholders interested in said trust or trusts, and who were appointed by said court of chancery."

At a meeting of the Board, held at Rutland on the 26th of January, 1871, after the annual meeting, present, all the Board, on motion of Mr. Skillings it was voted, "That the President be authorized, and he is hereby authorized on the part of this company, to execute an assignment of the leases of certain railroads taken and now held by this company, to the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, the form of the assignments having been adopted by the stockholders in their meeting this day."

The stockholders took action upon this subject at the annual meeting, held Jan. 26th, as follows: D. N. Skillings, Esq., of Boston, Mass., offered the following resolution which was unanimously adopted;

"Resolved, That this corporation hereby approves and in all respects ratifies, confirms and adopts the assignment of the lease of the Vermont Valley Railroad, dated January 23, 1871, and authorized, by a vote of the Directors of this company, dated December 3, 1870; the lease of that portion of the Vermont and Massachusetts Railroad lying between "Grou's Corner," in Massachusetts and Brattleboro, Vt., dated December 1, 1870, and authorized by a vote of the Directors of this corporation, dated December 3, 1870; the lease of the Montreal and Plattsburgh Railroad, dated the 23d of January, 1871, and authorized, by a vote of the Directors of this corporation, dated December 3, 1870; the purchase of the stock of the Burlington Steamboat Company, authorized, by a vote of the Directors of this corporation, dated December 3, 1870; the lease of that portion of the Whitehall and Plattsburgh Railroad lying between Ticonderoga, New York, and Port Henry, New York, dated the 26th of September, 1870, and authorized, by a vote of the Directors of this corporation, dated September 10, 1870."

The contracts with and assignments to the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads were read by the President, and thereupon Peter Butler, Esq., of Boston, Mass., offered the following resolutions, which were unanimously adopted by a stock vote, 50,748 shares of the stock voting in favor of the resolutions:

Resolved, That this corporation hereby approves and in all respects ratifies, confirms and adopts the contract executed by John B. Page, President, in the name and behalf of this corporation, to John G. Smith, Joseph Clark, Worthington C. Smith and Benjamin P. Cheney, Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, bearing date December 30, 1870, and authorized by a vote of the Directors of this corporation, dated December 31, 1870, and being the same now presented and read to this meeting, and also,

Resolved, That this corporation, in like manner, ratifies, approves and adopts the assignments and contracts made and entered into by the President, in behalf of this company, with the said Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, relating to the Montreal and Plattsburgh Railroad, the Vermont Valley Railroad, the steamer Oakes Ames, the Addison Railroad, both divisions of the Whitehall and Plattsburgh Railroad, and a part of the Vermont and Massachusetts Railroad, and all the property thereto belonging; and this corporation confirms the same in all particulars and respects."

Under the contract the lessees took possession on the 8th of February, 1871, all accounts in the running department being settled as of the 1st of January previous. The delay occurred first from the illness of the President, who was confined to his house the first two weeks of January; upon whom the perfecting of the papers and the making of arrangements for the full payment of Cheever and Hart devolved.

Owing to some disagreement in the details, it became necessary to hold a director's meeting, which was called on the 2d of February, 1871, in Boston, when differences were adjusted with the lessees. That was the only business transacted at that meeting. From the time I was able to leave my house until the 8th of February matters connected with the lease not only of the Rutland road but of all the other roads embraced in the contract, engrossed my whole time. When possession was changed, then followed the taking of inventories of all the property sold and transferred under the lease. The detail of these inventories was very large, and your interest required constant watchfulness; First, to see that all the property was upon the inventories; and it was scattered on the line of the roads from Grou's Corner in Massachusetts to Canada line; Second, that the prices were fair and reasonable. The aggregate amount of all the inventories of the property sold was \$273,334 93. All the rolling stock, tools, and all the property of which the use was taken under the contract, including the superstructure of the road, was also to be inventoried and appraised. For this purpose there was appointed, on the part of the Vermont Central Managers, John B. Winslow, Superintendent of Boston and Lowell Railroad; and to represent the Rutland Road, John Mulligan, Superintendent of the Connecticut River Railroad. Both these gentlemen were practical mechanics. They entered upon their duties at once, but have not yet made their report. I am informed that the same will be concluded very soon, there remaining some eight or ten cars that they have not seen. It was necessary to be with this committee, to give them information of the property to be inventoried and appraised.

The schedule of rolling stock delivered under the lease, as appraised by the committee as stated above, is annexed to this report.

The full report of the committee will cover two hundred and fifteen pages, and will be open to the inspection of stockholders when concluded.

From the votes of the Directors and the Corporation, it will be apparent that the Rutland Rail-

road Company was about to assume and operate all the roads together with the steamer "Oakes Ames," mentioned in the contract on twelfth page of the Appendix. The effect of the policy of the managers had been to put the Rutland road in a position to command the respect of its connections, and we were receiving a fair proportion of the increasing business of the country. The first step to secure this result was the control of the Vermont Valley Railroad in 1865. The control of the Valley line added strength to the Rutland, and largely increased its business. In the management of the Valley road (and the other roads afterward controlled to the same end), the accounts were kept distinct. The "Valley" was allowed only the same rates in divisions of joint business, as were the basis of settlements before the lease was executed. The next step was to secure, under friendly control, a direct connection with the Ogdensburg and Grand Trunk Railroads. The Montreal and Plattsburgh Railroad was bought by a party made up of large stockholders in the Rutland road.

The steamer "Oakes Ames" was built by the Burlington Steamboat Company, to make the connection with the road. This connection was perfected early in 1868, and by it we had a through line to Ogdensburg and Montreal, and were enabled to establish joint tariffs. We received all the freight that the boat could carry over the Lake. Cars were run upon the boat and thus transported to your road. Some months, as many as eleven hundred cars crossed the Lake on the "Ames." About this time the lease of the northern division of the Whitehall and Plattsburgh Railroad was taken. Negotiations were opened in connection with the Ogdensburg road to secure a connection by rail south from Plattsburgh, crossing Lake Champlain at Ticonderoga, N. Y. An accurate survey was made of the line from Port Henry to Ausable (34 miles). The charter of the Addison road was procured and active measures taken to secure its construction. These arrangements were about perfected, when the present lessees of your property proposed terms to the Ogdensburg managers, so manifestly for their interest that they were accepted, and that road changed hands. As a consequence there was a sensible change in our business relations with that road. After a few months, taking a new point of departure, arrangements were entered into to perfect the Montreal line and connections with the "Grand Trunk" road. We found friendly aid in Canada and procured a charter for a few miles of road to enable our business to cross Victoria bridge. Parties in interest in Canada undertook the construction of that part in season for the opening of a through line. Again we set to work in the construction of the Addison road and secured the lease of the southern division of the Whitehall and Plattsburgh road—entered into negotiations to put under contract the road from Port Henry to Ausable, and had nearly perfected the arrangements for that purpose, as also for the lease of the branch of the Vermont and Massachusetts railroad, when the negotiations opened that ended in the contract with the Vermont Central and Vermont and Canada Managers. It is plain to all who understand these facts that, but for the efforts in the directions here briefly alluded to, it is more than doubtful whether the possession and management of the Rutland road would have been any object to the present Lessees. It was evident, pending the negotiations, that they sought the control of all the property.

To a suggestion that the roads terminating at Plattsburgh might be left out of the contract, it was replied that the control of those roads was one of the inducements to pay the rent required for the Rutland road. It is believed that a larger rent could have been had from other parties for those roads. In all these arrangements the President had the efficient co-operation of the Directors. This policy of the Managers had also the full approval of the Stockholders, as expressed in their votes at the annual held on 26th January, 1871.

(To be continued.)



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (in gold):</b>													
1867.....	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	295,422	286,562	342,743	2,300,787
1869.....	212,604	218,982	301,308	485,048	568,270	556,080	532,667	511,854	609,788	579,642	535,306	467,659	5,670,882
1870.....	413,104	394,176	488,333	633,758	768,717	720,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871.....	536,498	481,085	580,340	756,250	871,700	807,237	807,238	1,006,378	1,082,801	1,005,475	898,862	549,202	9,390,983
1872.....	634,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1866.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	400,251	401,223	357,956	307,919	236,824	3,840,092
1867.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1868.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,861
1869.....	276,117	275,140	279,121	303,342	384,504	404,012	404,012	558,101	486,196	503,746	490,569	361,701	4,508,642
1870.....	343,182	316,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1871.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1872.....	343,550	340,301	384,372	393,654	465,780	466,582	635,842	529,278	505,904	459,576	463,056	369,420	5,257,315
1873.....	372,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1869.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1870.....	482,164	499,296	468,358	585,623	747,942	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1871.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1872.....	696,147	774,280	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1873.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,040	1,507,479	1,570,097	1,107,084	1,001,987	13,381,711
1874.....	892,093	830,287	1,142,166	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	1,355,467	13,555,467
1875.....	706,025	753,782	858,359	929,077	1,177,897	1,177,897	1,339,284	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1876.....	655,423	602,482	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	842,012	10,991,863
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1868.....	242,205	236,160	242,509	236,435	193,959	203,606	218,347	271,425	287,451	293,296	282,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,093
1870.....	208,069	226,897	244,182	246,046	270,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	266,863	315,140	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,533	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	628,972	616,665	616,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	608,055	605,268	605,465	611,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	624,871	417,071	440,271	477,027	616,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	538,165	444,443	518,800	572,551	626,249	549,714	704,325	889,987	931,530	685,401	681,041	7,871,629
1869.....	659,138	624,693	709,645	568,282	640,975	778,261	606,228	841,363	979,401	914,006	814,413	696,677	8,823,481
1870.....	623,383	661,789	601,326	664,539	712,647	627,216	609,052	901,235	903,225	811,708	697,751	8,078,958	.....
1871.....	618,065	665,416	606,845	585,681	695,446	739,989	714,854	684,208	886,845	761,964	719,909	.....	.....
1872.....	642,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1866.....	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	126,065	119,169	121,408	1,294,095
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,669	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	110,213	111,117	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871.....	130,863	126,224	140,740	115,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Michigan Central:</b>													
1863.....	242,078	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	300,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	470,802	405,510	316,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	366,663	329,106	413,501	476,661	490,694	447,370	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,078
1868.....	343,816	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	441,685	470,703	490,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872.....	505,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,605
1868.....	360,228	321,208	333,508	436,412	565,715	458,191	423,398	522,682	1,024,045	1,037,464	556,917	488,880	6,117,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,581	525,547	724,732	1,040,102	801,195	496,561	7,250,099
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,318	791,014	529,758	7,420,421
1871.....	396,760	327,431	377,571	483,884	602,367	658,018	481,113	606,557	815,345	841,150	644,625	473,205	6,668,056
1872.....	460,985	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,627	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	297,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,280,583
1867.....	242,793	219,065	276,647	284,729	282,930	240,135	234,633	322,521	365,371	379,367	336,066	275,053	3,459,319
1868.....	231,351	265,905	252,149	204,620	204,620	217,082	194,455	287,557	307,122	383,329	274,637	233,861	2,964,041
1869.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,603	328,044	298,027	254,896	2,915,543
1870.....	196,787	218,234	258,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871.....	245,982	258,554	384,599	243,650	222,253	189,241	211,352	278,989	325,379	330,991	.....	.....	.....
<b>Pacific of Missouri:</b>													
1869.....	194,112	207,302	294,302	278,247	284,273	249,349	184,411	262,515	360,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	363,677				



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track.	Horses and Drivers.	Curr.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out- standing.	Rate.	Pay- able.	Principal Payable.	Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '70	7.25	94	14	Albany..... N.Y.	156,100	110,300	40,000		87,061	22,598	5.100	100		Albany:						
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000		1,136	2,654	567		100		1st Mortgage.....	40,000	7 J. & J.	18			
Oct. 31, '70	3.41	11	4	Allentown..... Pa.	30,118	30,500			12,733	1,886		100		Bleecker St. & Fulton Ferry:						
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.					480,046		6.100	100	24	1st Mortgage.....	694,000	7 J. & J.	1872			
Sept. 30, '70	2.36	412	53	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,825		100		Broadway (Brooklyn):						
Sept. 30, '70	3.75			Boston and Chelsea..... Mass.	110,000	110,000			4,400	4,004	4.100	100		1st Mortgage.....	100,000	7 J. & J.	1881			
Sept. 30, '70	10.76	192	40	Boston & West Roxbury. Mass.	41,000	41,000						100		Broadway and 7th Avenue:						
Sept. 30, '70	16.00	798	112	Broadway (Brooklyn)..... N.Y.	515,320	200,000	100,000	8,782	150,876	26,876	12.100	100		1st Mortgage.....	500,000	7 J. & D.	1884			
Sept. 30, '70	7.00	1412	297	B'dway & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.100	100		Brooklyn, Bath & Coney I.:						
Sept. 30, '70	72.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100		1st Mortgage.....	80,000	7 J. & J.	18			
Sept. 30, '70	24.33	211	49	Brooklyn City..... N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,633	12.0100	100		Brooklyn City:						
Sept. 30, '70	11.00	190	41	B'klyn. City, Hun. P. & P.P. N.Y.	685,964	300,000	379,000	30,448	165,955	24,058		100		1st Mortgage.....	300,000	7 J. & J.	1832			
Sept. 30, '70	6.00			Brooklyn City & Newtown N.Y.	600,000	600,400			24,048	150,922		100		B'klyn City, Hun. P. & P.P.:						
Sept. 30, '70	24.50	190	39	Brooklyn Flatb. & Coney Isl. N.Y.	108,000	180,000	100,000	(Open Oct. 1, 1870.)				100		1st Mortgage.....	379,000	7 M. & N.	1878			
Sept. 30, '70	4.50			Brooklyn and Jamaica..... N.Y.	1,288,100	488,100	800,000					100		Brooklyn and Jamaica:						
Sept. 30, '70	7.50	182	52	Brooklyn & Rockaway B'n. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241		100		Brooklyn City & Newtown:						
Sept. 30, '70	15.21	89	20	Buffalo street..... N.Y.	415,121	73,000	341,464	14,927	164,622	18,466		100		1st Mortgage.....	200,000	7 J. & J.	1875			
Sept. 30, '70	7.29	82	20	Bushwick (Brooklyn)..... N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.100	100		Brooklyn & Rockaway B'n:						
Sept. 30, '70	27.43			Cambridge (Boston)..... Mass.	734,671	727,890	150,000	74			9.0100	100	105 1/2	1st Mortgage.....	84,500	7 J. & J.	18			
Sept. 30, '70	8.26	20	4	Central City (Syracuse)..... N.Y.	29,334	21,130	6,000		18,738	5,035		100		Buffalo street:						
Sept. 30, '70	36.00	761	141	Cent. P. & N.E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	98,199	618,136	56,485		100		1st Mortgage.....	341,500	7 J. & D.	1881			
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sts.) (Ph.) Pa.	207,284	192,750			251,773	76,780	36.350	19 1/2		Cambridge (Boston):						
Oct. 31, '70	9.06	162	34	Citizens' (Pittsburg)..... Pa.	244,885	184,000	50,000	7,700	155,156	42,698	16.350	44		1st Mortgage sinking fund	150,000	6 J. & J.	1883			
Sept. 30, '70	14.83	210	15	Coney Island (Brooklyn)..... N.Y.	647,363	500,000	214,000	39,238	147,069	17,414		100		Central Park, N. & E. River:						
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,900	8.100	100		1st Mortgage.....	626,000	7 J. & J.	1874			
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia..... N.Y.	42,851	34,825			8,544	4,106	7.100	100		Citizens' (Pittsburg):						
Sept. 30, '70	11.75			East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,701	4,241		100		1st Mortgage.....	50,000	7 J. & J.	1879			
Oct. 31, '70	1.63	12	3	Easton and S. Easton..... Pa.	25,230	29,562			9,799	2,577	5.025	20		Coney Island and Brooklyn:						
Sept. 30, '70	18.00	807	161	Elizabethtown (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0100	100		1st Mortgage.....	214,000	7 J. & J.	1878			
Dec. 31, '70	6.00			Elizabeth & Newark..... N.J.	224,749	200,000		24,738	34,986	11,129	5.5100	100		D. Dock, E. B'dw. & Battery:						
Oct. 31, '70	2.27	19	5	Eric City..... Pa.	82,291	19,807	20,296		10,143			50	9	1st Mortgage.....	700,000	7 J. & J.	18			
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse)..... N.Y.	44,763	29,335	10,000		12,327	2,185		100		1st Mortgage (N. Y.):						
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	215,000		384,800	93,276	10.0100	100		42d st. & Gr'd st. Ferry (N.Y.):						
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	786,242	497,750	187,500	30,000	329,095	36,039	6.050	49 1/2		1st Mortgage.....	160,000	7 J. & J.	1873			
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	59,534	42,500	12,700		13,503	1,189		100		Real Estate.....	65,900	7 var.	var.			
Nov. 31, '70	34.25	300	60	Germantown (Phila.)..... Pa.	582,270	307,545	350,000		360,759	102,350	19.550	15	38 1/2	Frankford and Southwark:						
Oct. 31, '70	5.40	155	25	Girard College (Phila.)..... Pa.	174,667	170,000	90,000		161,996	37,885	6.050	17	44 1/2	1st Mortgage.....	187,500	7 J. & J.	1877			
Sept. 30, '70	5.00	90	15	Gr'd st. & Newtown (B'k'n) N.Y.	270,000	170,000	90,000		89,627	8,196	2.100	100		Germantown:						
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) Pa.	243,615	150,000	100,000		180,211	32,244	6.015	15		1st Mortgage.....	250,000	7 J. & J.	1877			
Sept. 30, '70	10.00	112	24	Harlem Br. Morr. & F'dham N.Y.	380,682	114,010	134,000	4,000	74,945	7,894		100		2d mortgage.....	250,000	7 J. & J.	1884			
Oct. 31, '70	2.14	11	4	Harrisburg City..... Pa.	80,249	41,995	12,864	1,240	6,997	2		25	24	Green and Coates (Phila.):						
Oct. 31, '70	14.10	338	56	Heat, Mant. & F'mount (Ph.) Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.550	7	21 1/2	1st Mortgage.....	100,000	7 J. & J.	1878			
Sept. 30, '70	3.56	27	9	Kingston and Rondout..... N.Y.	79,835	75,000			22,120	3,252		100		Grand st. and Newtown:						
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,785	9,201	25.10	17 1/2		1st Mortgage.....	90,000	7 J. & J.	18			
Sept. 30, '70	3.82	56	9	Lowell Horse..... Mass.	49,180	55,530			26,181	2,431		100		Harl. Br. Morris' & Ford's:						
Sept. 30, '70	11.75	239	35	Lynn and Boston..... Mass.	276,221	200,000	50,000	51,137	138,719	Loss.		100		1st Mortgage.....	136,000	7 J. & J.	1877			
Sept. 30, '70	3.41			Malden and Melrose (B'n) Mass.	60,246	200,000	45,872		16,740	Loss.		100		Hestonv, Mantua & Fairm.:						
Sept. 30, '70	0.91			Marginal Freight (Boston) Mass.	191,834	191,500		46,454	1,144			100		1st Mortgage.....	25,900	7 J. & J.	1874			
Sept. 30, '70	3.07			Medford & Charlestown (B'n) Mass.	36,000	21,000	4,000		1,120			100		Lombard and South st. (Ph.):						
Sept. 30, '70	4.88	43	6	Merrimack Valley..... Mass.	42,206	50,000		6,174	23,375			100		1st Mortgage.....	62,500	7 J. & J.	1885			
Sept. 30, '70	33.65	914	170	Metropolitan (Boston)..... Mass.	1,624,594	1,250,000		297,271	685,303	99,519	10.0100	100	69	Lynn and Boston:						
Sept. 30, '70	7.29	247	49	Middlesex (Boston)..... Mass.	530,387	400,000	100,000	81,557	172,240	12,419		100	90	Malden and Melrose:						
Dec. 31, '70	3.40			Newark and Irvington..... N.J.	50,808	30,000	15,000	2,402	31,907	2,902		100		1st Mortgage, guaranteed.	45,872	6 A. & O.	1880			
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City) N.Y.	476,598	797,320	107,000		124,733	3,330		100		Middlesex (Boston):						
Sept. 30, '70	3.22	16	5	Northampton & W'mburg. Mass.	300,000	300,000		3,858	9,393	Loss.		100		1st Mortgage sinking fund	100,000	6 J. & D.	1884			
Sept. 30, '70	2.16			North Woburn (Boston).....																



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. ....	100	J. & J.	Jan. '72 34	Little Miami* ....	50	J. & J.	Jan. '72 2	Warren (N. J.) ....	100	J. & D.	Dec. '71 34
Allegheny Valley ....	50	J. & J.	July '71 4	Little Schuylkill* ....	50	J. & J.	Jan. '72 34	Warwick Valley ....	100	A. & O.	Oct. '71 24
Atlanta and West Point. ....	100	J. & J.	July '71 4	Long Island ....	50	M. & S.	Sept. '71 3	West Jersey ....	100	F. & A.	Feb. '72 4
Atlantic and Gulf ....	100	J. & J.	Sept. '71 2	Louisv., Cin. and Lex. ....	50	J. & J.	July '69 3	Winchester & Potomac* ....	100	J. & J.	Jan. '72 3
Atlantic and St. Law* ....	100	J. & J.	July '71 34	Louisville & Nashville. ....	100	F. & A.	Feb. '72 4	Winchester & Strasburg* ....	100	J. & J.	Jan. '72 34
Avon, Genesee & Mt. M.* ....	100	A. & O.	Oct. '71 14	Louisv., N. Alb. & Ohl. ....	100	J. & D.	Oct. '70 3	Worcester and Nashua. ....	75	J. & J.	Jan. '72 34
Baltimore and Ohio. ....	100	A. & O.	Oct. '71 4	Lowell and Lawrence ....	100	A. & O.	Oct. '71 3				
Washington Br. ....	100	A. & O.	Oct. '71 6	Lykens Valley ....	20	F. M. A. N.	Feb. '72 24				
Parkersburg Br. pref. ....	50	J. & J.	Jan. '72 14	Macon and Western ....	100	J. & D.	Dec. '71 6				
Berkshire* ....	50	J. & J.	Jan. '72 14	Maine Central ....	100	M. & N.	Nov. '71 6				
Blossburg & Corning* ....	50	J. & D.	Dec. '71 24	Manchester and Law. ....	100	M. & N.	Nov. '71 6				
Boston and Albany ....	100	M. & N.	Nov. '71 5	Marietta & Cincinnati. ....	50	M. & S.	Sep. '66 34				
Bos., Cin. & Fitchburg. ....	100	J. & J.	July '71 3	" 1st pref. ....	50	M. & S.	Sep. '66 34				
Agricultural Br. guar. ....	100	J. & J.	July '71 3	" 2d pref. ....	50	M. & S.	Sep. '66 34				
Bost., Ounc. & Mont. ....	100	M. & N.	Nov. '71 3	Massachusetts* ....	100	F. & A.	Feb. '72 3				
Boston and Lowell ....	100	J. & J.	Jan. '72 4	Memphis & Charleston* ....	25	J. & D.	Jan. '69 3				
Boston and Maine ....	100	M. & N.	Nov. '71 5	Michigan Central ....	100	J. & J.	Jan. '72 5				
Boston and Providence. ....	100	M. & N.	Nov. '71 5	Mill Creek & Minehill* ....	50	J. & J.	Jan. '72 5				
Buffalo, N. Y. & Erie* ....	100	J. & D.	Dec. '71 34	Milwaukee and St. Paul. ....	100	J. & J.	Dec. '70 74				
Burlington and Mo. Riv. ....	100	J. & J.	Jan. '72 4	" pref. ....	100	J. & J.	Jan. '72 7				
Camden and Amboy* ....	100	J. & J.	Jan. '72 7	M. Hill & Sonnyl. Hav.* ....	50	J. & J.	Jan. '72 4				
Camden and Atlantic. ....	50	J. & J.	Jan. '72 7	Morris and Essex* ....	50	J. & D.	Dec. '71 34				
Cape Cod ....	50	J. & J.	Jan. '72 34	Nashua and Lowell ....	100	M. & N.	Nov. '71 5				
Cape May and Millville* ....	50	J. & D.	Dec. '71 3	Naugatuck ....	100	F. & A.	Feb. '71 6				
Catawissa* ....	50	J. & J.	Nov. '71 6	Nequehoning Valley* ....	50	M. & S.	Sep. '71 5				
Catawissa* ....	50	J. & J.	Nov. '71 6	Newark and N. York* ....	100	J. & J.	Jan. '72 34				
Cayuga and Susq.* ....	50	J. & J.	July '71 44	N. Bedford & Taunton. ....	100	M. & N.	Jan. '71 4				
Cedar Rapids & Mo. R.* ....	100	F. & A.	Aug. '71 14	N. Castle & Beaver Val.* ....	100	J. & J.	Aug. '69 124				
Central of Georgia ....	100	J. & D.	Dec. '71 5	N. Haven & Northamp. ....	100	J. & J.	Jan. '72 24				
Central of New Jersey. ....	100	J. & J.	Jan. '72 34	New Jersey* ....	100	J. & J.	Jan. '72 7				
Central Ohio* ....	50	J. & D.	Dec. '71 3	New London Northern* ....	100	J. & J.	Jan. '72 4				
Chemung* ....	100	J. & J.	Jan. '72 14	N. Y. Cen. & Hudson R. ....	100	A. & O.	Oct. '71 4				
Chesapeake, preferred ....	100	J. & J.	Jan. '72 2	" Certif. ....	100	A. & O.	Oct. '71 4				
Chicago and Alton ....	100	M. & S.	Mar. '72 5	New York and Harlem. ....	100	J. & J.	Jan. '72 4				
Chicago and Burlington. ....	100	M. & S.	Mar. '72 5	" pref. ....	100	J. & J.	Jan. '72 4				
Chicago, Iowa & Nebraska* ....	100	J. & J.	Jan. '72 5	N. York & New Haven. ....	100	J. & J.	Jan. '72 5				
Chicago & N. Western. ....	100	J. & D.	June '71 34	N. Y. Provid. & Boston. ....	100	J. & J.	Jan. '72 4				
Chicago, R. I. & Pacific. ....	100	A. & O.	Oct. '71 4	Niegl Bridge & Canand* ....	100	J. & J.	Jan. '72 3				
Cin., Ham. & Dayton* ....	100	A. & O.	Oct. '71 4	North Carolina* ....	100	J. & J.	July '71 5				
Cin., Sand. and Cleve.* ....	50	M. & N.	Nov. '71 3	N. Eastern (N. O.) pref. ....	100	M. & N.	May '67 4				
Clev. Col., Cin. & Ind. ....	100	F. & A.	Feb. '72 34	North Pennsylvania* ....	50	J. & J.	Jan. '72 54				
Cleveland & Mahoning* ....	50	M. & N.	Nov. '71 34	Northern Central ....	50	M. & N.	Nov. '71 3				
Cleveland & Pittsburgh* ....	50	F. M. A. N.	Feb. '72 24	N. Richmond N. Hampsh. ....	100	J. & D.	Feb. '71 4				
Col., Chic. & Ind. Cen.* ....	100	J. & J.	Jan. '72 24	Northern New Jersey* ....	100	J. & J.	Jan. '72 4				
Columbus and Xenia* ....	5	M. J. S. D.	Dec. '72 2	Norwich & Worcester* ....	100	F. & A.	Jan. '72 5				
Colum. & Hocking Val. ....	50	M. & N.	Nov. '71 5	Ogdensburg & L. Champl.* ....	100	J. & J.	Jan. '71 34				
Concord and Ports* ....	50	J. & J.	Jan. '72 34	Ohio and Mississippi* ....	100	A. & O.	Oct. '71 4				
Conna. & Passaic p. Riv. ....	100	F. & A.	Feb. '72 3	Oil Cr. & Allegheny R. ....	50	J. & D.	Dec. '71 34				
Connecticut River* ....	100	J. & J.	Jan. '72 5	Old Colony & Newport. ....	100	J. & J.	Jan. '72 24				
Cooperstown and Susq. ....	50	J. & J.	Jan. '72 5	Oswego and Syracuse* ....	100	F. & A.	Feb. '72 4				
Cumberland Valley ....	50	A. & O.	Oct. '71 4	Pacific of Missouri* ....	100	J. & J.	Jan. '72 3				
Danbury and Newburgh. ....	50	M. J. S. D.	Dec. '71 4	Panama ....	100	J. & J.	Jan. '72 3				
Delaware* ....	100	J. & J.	Jan. '72 5	Pateron and Hudson* ....	100	J. & J.	Jan. '72 4				
Del. Lackaw. & Westn. ....	100	J. & J.	Jan. '72 5	Pateron and Newark* ....	100	J. & J.	Jan. '72 4				
Detroit & Milwaukee* ....	50	J. & J.	Jan. '72 2	Pateron and Ramapo* ....	100	J. & J.	Jan. '72 4				
Dubuque & Sioux City* ....	100	J. & J.	Jan. '72 2	Pemb. & Hightstown* ....	50	J. & J.	Jan. '71 3				
East Pennsylvania* ....	50	J. & J.	Jan. '72 4	Pennsylvania ....	50	M. & N.	Nov. '71 5				
East Mahanoy* ....	50	J. & J.	Jan. '72 3	Peoria & Bureau Val.* ....	100	F. & A.	Feb. '72 4				
Eastern (Mass.) ....	100	J. & J.	July '71 4	Philadelphia and Erie* ....	50	J. & J.	Jan. '72 4				
Eastern (N. H.) ....	100	J. & J.	July '71 4	Phil. Ger. & Norristown* ....	50	M. J. S. D.	Mar. '72 3				
Elmira, Jef. & Canand* ....	100	F. & A.	Feb. '72 24	Philadelphia & Reading ....	50	J. & J.	Jan. '72 5				
Elmira & Williamsport* ....	50	M. & N.	Nov. '71 34	Phila. and Trenton* ....	100	J. & J.	Jan. '72 7				
Erie Railway ....	100	F. & A.	Feb. '72 34	Phila., Wil. & Balt. ....	50	J. & J.	Jan. '72 4				
Erie and Pittsburgh* ....	50	M. J. S. D.	Dec. '71 14	Pittab. Ft. W. & Ohl.* ....	100	J. & J.	Jan. '72 14				
Fitchburg ....	100	J. & J.	Jan. '72 4	" Special Imp. ....	100	J. & J.	Apr. '72 14				
Georgia ....	100	J. & J.	Jan. '72 4	Pittsfield & N. Adams* ....	100	J. & J.	Jan. '72 3				
Grand River Val. guar. ....	100	A. & O.	Oct. '71 24	Portland and Keenebec. ....	100	J. & J.	Jan. '72 3				
Grand Trunk, (Ca.) ....	100	F. & A.	Aug. '70 34	Yarmouth certificates. ....	100	A. & O.	Oct. '71 3				
Great Western, (Ca.) ....	100	F. & A.	Aug. '70 34	Portl., Saco & Portsm. ....	100	J. & J.	Jan. '72 5				
Hannibal & St. Joseph. ....	100	M. & N.	Nov. '71 5	Providence & Worcester. ....	100	J. & J.	Jan. '72 5				
Hanover Branch, (Va.) ....	50	M. & N.	Nov. '71 5	Raleigh and Gaston ....	100	J. & J.	July '71 6				
Harlem Extension ....	100	J. & J.	Jan. '72 34	Rensselaer & Saratoga* ....	100	A. & O.	Jan. '72 34				
Harrisburg & Lancaster* ....	50	J. & J.	Jan. '72 3	Roch. & Genesee Val.* ....	100	J. & J.	Jan. '72 3				
Hartford & New Haven. ....	100	J. & J.	Jan. '72 3	Rome, Watert. and Ogd. ....	100	J. & J.	Jan. '72 3				
Housatonic, pref. ....	100	J. & J.	Jan. '72 3	Rutland* ....	100	F. & A.	Feb. '72 34				
Huntingdon & Wd Top. ....	50	J. & J.	Jan. '72 3	" pref. ....	100	F. & A.	Feb. '72 34				
Illinois Central ....	100	F. & A.	Sept. '67 4	St. Croix and Penobscot. ....	100	J. & J.	July '71 2				
Indianapolis, Cin. & Laf. ....	100	M. & S.	Sept. '67 4	St. L., Alt. & T. Haute. ....	100	J. & J.	July '71 2				
Iowa Falls & Sioux City* ....	100	J. & J.	Jan. '72 3	" pref. ....	100	F. & A.	May '68 7				
Jefferson, Mad. & Ind. ....	100	J. & J.	Jan. '72 3	Saratoga and Schenec.* ....	100	A. & O.	Oct. '71 34				
Joliet and Chicago* ....	100	J. & J.	Jan. '72 3	Schuylkill Valley* ....	50	J. & J.	Jan. '72 5				
Joliet & North Indiana* ....	100	J. & J.	Jan. '72 4	Seaboard and Roanoke. ....	100	M. & N.	Nov. '70 4				
Lake Shore & Mich. So. ....	100	F. & A.	Aug. '71 5	Shamokin V. & Pottav.* ....	50	F. & A.	Aug. '71 3				
Lawrence* ....	50	J. & J.	Jan. '72 3	Shore Line* ....	100	J. & J.	Jan. '72 54				
Leads and Farmington* ....	100	J. & J.	Jan. '72 3	South Branch (N. J.)* ....	100	J. & J.	Jan. '72 3				
Lehigh & Susquehanna. ....	100	M. & N.	May '67 5	South Carolina ....	100	F. & A.	Feb. '72 1				
Lehigh Valley ....	100	J. & J.	Jan. '72 34	South Western, (Ga.)* ....	100	F. & A.	Feb. '72 4				
				Staten Island ....	100	J. & J.	July '72 4				
				Stony Brook* ....	100	J. & J.	Jan. '72 34				
				Summit Branch* ....	50	F. & A.	Feb. '72 3				
				Sussex (N. J.) ....	100	J. & J.	Jan. '72 24				
				Syr. Bingham & N. Y.* ....	100	J. & J.	Jan. '72 4				
				Taunton Branch ....	100	J. & J.	Jan. '72 4				
				Terre Haute & Indiana. ....	100	J. & J.	Jan. '72 14				
				Tol., Peo. & War. pref. ....	100	M. & N.	May '70 34				
				Tol., Wab. & West. pref. ....	100	J. & J.	Jan. '72 34				
				Troy and Greenbush* ....	100	J. & D.	Dec. '71 4				
				Utica and Black River* ....	100	J. & J.	Jan. '72 3				
				Vermont and Canada* ....	100	J. & J.	Dec. '71 4				
				Vermont and Mass. ....	100	J. & D.	July '71 2				

## CANALS.

Chesapeake & Delaware ....	50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ....	25	8,229,694	J. & J.	Feb. '72 4
Delaware Division ....	50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson ....	100	15,000,000	F. & A.	Feb. '72 5
Delaware and Raritan* ....	100	5,847,400	F. & A.	Jan. '72 7
Erie of Pennsylvania* ....	50	64,000	J. & J.	Jan. '72 7
Lehigh Coal & Navigat. ....	50	8,739,800	M. & N.	May '67 3
Monongahela Navigat. ....	50	1,003,500	J. & J.	July '71 5
Morris (consolidated) ....	100	1,026,000	F. & A.	Feb. '72 2
" (preferred) ....	100	1,176,000	F. & A.	Feb. '72 5
Pennsylvania ....	50	4,337,950	J. & J.	Jan. '72 3
Schuyl. Nav. (common)* ....	50	1,908,207	F. & A.	Feb. '72 25
" (pref.) ....	50	2,988,977	F. & A.	Feb. '72 50
Susq. and Tide Water. ....	50	2,002,746	J. & J.	Jan. '72 3
Union ....	50	2,907,850	J. & J.	Jan. '72 3
W. Branch and Susq. ....	50	1,100,000	J. & J.	Jan. '72 3

## MISCELLANEOUS.

Adams Express.....	100	10,000,000	M. J. S. D.	Mar. '72 2
American Coal.....	25	1,500,000	M. & S.	Sept '71 3
Am. Merch. Union Exp.....	100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....	50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship.....	100	4,000,000	M. J. S. D.	Dec. '67 2
Brunswick City.....	100	1,000,000	& —	—
Butler Coal.....	25	500,000	J. & D.	Dec '69 50
Canton.....	164	731,250	& —	—
Consolidation (Md.) Coal.....	100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.....	100	500,000	& —	—
Maryland Coal.....	100	4,400,000	J. & D.	Dec. '70 8
Mariposa Gold.....	100	2,836,600	& —	—
“ pref.....	100	8,898,400	& —	—
“ certifi.....	100	2,324,000	J. & J.	—
Pacific Mail Steamship.....	100	20,000,000	M. J. S. D.	Sep. '69 8
Pacific and Atlantic Tel. ....	25	8,000,000	& —	—
Pennsylvania Coal.....	50	4,000,000	F. M. & N.	Nov. '71 6
Pullman Palace Car.....	100	4,000,000	F. M. & N.	Feb. '71 6
Quicksilver, common.....	100	8,700,000	& —	—
“ preferred.....	100	4,300,000	& —	—
Spring Mountain Coal.....	50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....	10	1,000,000	& —	—
Union Trust.....	100	1,000,000	J. & J.	Jan. '72 8
United States Express.....	100	6,000,000	F. M. & N.	Nov. '69 21
United States Trust.....	100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp.....	100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.....	100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....	100	3,400,000	M. & N.	Aug. '69 5
Wyoming Valley Coal.....	100	1,350,000	F. & A.	Nov. '66 6



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		* Indicates that no interest is paid.	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.	
<b>National Securities Feb. 1, 1872.</b>								<b>Interest.</b>					
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Maryland—Eastern Shore R. R. Loan.....		20,131	5	J. A. J. & O.	1890		
Loan of February 8, 1861.....coupon	13,955,000	5	" " "	1874	110	.. — Defense Loan Bonds.....		3,651,398	5	" " "	1883	105	
Oregon War Bonds of March 2, 1861.....coupon	13,731,000	6	Jan. & July.	1880	114 1/2	.. — Southern Relief Bonds.....		100,000	6	" " "	1873		
Loan of July 1, and Aug. 3, 1861.....registered	4,684,000	6	" " "	1880	115 1/2	Massachusetts—State Scrip.....		324,000	5	Jan. & July.	74-75		
Loan of Feb. 25, 1862 (5-20s).....coupon	945,000	6	Jan. & July.	1881	109 1/2	.. ..		275,000	5	April & Oct.	73-74		
Loan of March 3, 1862.....registered	125,137,100	6	Jan. & July.	1881	114 1/2	.. ..		320,000	5	May & Nov.	72-80	98 1/2	
Loan of Feb. 25, 1862 (5-20s).....coupon	64,184,100	6	" " "	1881	115 1/2	.. — Union Fund Loan of 1861.....		133,000	6	June & Dec.	72-77	108 1/2	
Loan of Feb. 25, 1862 (5-20s).....coupon	41,678,800	6	May & Nov.	1882	111 1/2	.. .. of 1863.....		3,000,000	6	Jan. & July.	71-76		
Loan of March 3, 1862.....registered	305,838,350	6	" " "	1882	111 1/2	.. — Coast Defense Loan.....		600,000	5	" " "	77-78		
Loan of March 3, 1862.....coupon	53,383,100	6	Jan. & July.	1881	114 1/2	.. — Bounty Loan of 1863.....		888,000	5	" " "	1883		
Loan of March 3, 1862.....coupon	21,616,900	6	" " "	1881	115 1/2	.. .. of 1864.....		200,000	5	" " "	1883	98 1/2	
Loan of March 3, 1864 (5-20s).....registered	2,476,500	6	May & Nov.	1884	111	.. .. (atg.).....		4,379,500	5	May & Nov.	1894	98 1/2	
Loan of June 30, 1864 (5-20s).....registered	40,682,350	6	" " "	1884	111	.. — War Loan (cur. 5-20 yr.).....		4,000,744	5	" " "	1894		
Loan of March 3, 1865 (5-20s).....coupon	40,646,150	6	May & Nov.	1884	111 1/2	.. — Western R. R. Loan, (atg.).....		3,505,000	5	Mar. & Sept.	1886	101 1/2	
Loan of March 3, 1865 (5-20s).....registered	42,677,350	6	" " "	1885	111	.. — T. & G. R. R. & Hoosac St. atg.....		761,816	5	April & Oct.	1871		
Loan of March 3, 1865 (5-20s).....coupon	120,192,350	6	May & Nov.	1885	112 1/2	.. ..		3,508,580	5	" " "	188-90		
Loan of March 3, 1865 (5-20s).....registered	63,844,100	6	Jan. & July.	1885	110 1/2	.. ..		968,500	5	" " "	1890		
Loan of March 3, 1865 (5-20s).....coupon	165,792,100	6	" " "	1885	110 1/2	.. — Southern Vermont R. R.....		200,000	5	" " "	1890		
Loan of March 3, 1865 (5-20s).....registered	91,079,800	6	Jan. & July.	1887	110 1/2	.. — Eastern R. R.....		50,000	5	Jan. & July.	1871		
Loan of March 3, 1865 (5-20s).....coupon	229,296,450	6	" " "	1887	112 1/2	.. — Norwich & Worcester.....		400,000	6	" " "	1877		
Loan of March 3, 1864 (10-40s).....registered	12,914,000	6	Jan. & July.	1888	112 1/2	.. — Bos. Hartf. & Erie (atg.).....		3,599,024	5	" " "	1900		
Loan of March 3, 1864 (10-40s).....coupon	26,352,000	6	" " "	1888	112 1/2	Michigan—Renewal Loan Bonds.....		160,000	6	" " "	1878		
Consols of July 14, '70 & Jan. 20, '71 registered	138,691,900	5	Mar. & Sept.	1904	107 1/2	.. — Two Million Loan Bonds.....		1,621,000	6	" " "	73-83		
Consols .. .. coupon	56,475,400	5	F. M. A. & N.	1904	107 1/2	.. — War and Bounty Loan Bonds.....		478,400	7	May & Nov.	1890		
Consols .. .. registered	50,351,450	5	" " "	1881	108 1/2	.. — Sault St. Marie Canal Bonds.....		86,000	6	Jan. & July.	1879	100	
Consols .. .. coupon	19,140,000	4 1/2	F. M. A. & N.	1886		.. — State Building Loan Bonds.....		250,000	7	Jan. & July.	77-79		
Consols .. .. registered	14,000,000	4 1/2	" " "	1886		.. — Sioux War Loan Bonds.....		100,000	7	May & Nov.	1872		
Consols .. .. coupon	678,000	4 1/2	F. M. A. & N.	1901		.. — Railroad Loans Bonds.....		2,275,000	7	" " "	1883		
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	10,140,000	3	" " "	1901		Mississippi—State Bonds (for banks).....		2,000,000	6	" " "	41-71		
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.....	1875		.. — State Bonds proper.....		438,000	6	Jan. & July.	1883		
Certificates of Indebtedness 1870.....(cur.)	678,000	3	Jan. & July.	1875		.. — Interest Bonds of 1868.....		2,727,000	6	" " "	1883		
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	1875		.. — Railroad Loans.....		13,112,000	6	" " "	74-90	94 1/2	
U. S. Notes and Fractional Currency.....	399,082,402	6	Jan. & July.	1875		.. — South Pacific guar.....		1,589,000	7	" " "	1876	79	
		6	Jan. & July.	1875		.. — Hannibal and St. Joseph.....		3,000,000	6	" " "	73-87	92 1/2	
<b>State Securities, latest dates.</b>								<b>Interest.</b>					
Alabama—State Bonds (original).....	108,000	5	May & Nov.	1872	66	Nebraska—(No Debt).....		500,000	15	Jan. & July.	1872		
.. .. (extended).....	2,414,800	5	" " "	'83-'86		Nevada—State Loan Bonds.....		899,200	3	" " "	71-78		
.. .. (sterling).....	688,000	5	June 1.	1870		New Hampshire—War Loan of July 1, 1861.....		600,000	6	Mar. & Sept.	64-89	100 1/2	
.. .. ( " extended).....	82,500	6	Jan. & July.	1886		.. .. of Sept. 1, 1864.....		1,000,000	6	April & Oct.	71-74	100 1/2	
.. .. ( " extended).....	712,800	5	" " "	'86-'88	23	New Jersey—War Loan of 1861 (free).....		1,299,900	6	Jan. & July.	71-84	100 1/2	
.. .. (new).....	1,316,700	5	" " "	'86-'88	23	.. .. of 1863 (free).....		1,002,900	6	" " "	66-96	106 1/2	
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	64	.. .. of 1864.....		598,400	6	" " "	97-02	106 1/2	
.. .. (Aid R. R.).....	3,000,000	7	April & Oct.	1900		New York—Bounty Fund Stocks.....		1,478,000	7	" " "	1877	107 1/2	
California—Civil Bonds of 1857.....	128,588,000	7	Jan. & July.	1880	112	.. .. Bonds.....		21,089,000	7	" " "	1877	107 1/2	
.. .. 1860.....	138,500	7	" " "	1883		.. — General Fund Stocks.....		1,910,082	6	J. A. J. & O.	pleas.	107 1/2	
.. — Relief Fund Bonds of 1863.....	424,500	7	" " "	1883		.. ..		800,000	6	" " "	1875		
.. — Bounty Fund Bonds of 1864.....	805,000	7	" " "	1884		.. ..		348,000	5	" " "	pleas.		
.. — Central Pacific R. R. Loan of 1865	1,500,000	7	" " "	1885		.. — Canal Fund Stocks.....		900,000	6	J. A. J. & O.	1875	106 1/2	
Connecticut—War Bonds, of 1861, (10-20s).....	5,927,000	6	Jan. & July.	1871-72	100 1/2	.. ..		2,257,900	6	J. A. J. & O.	1872	106 1/2	
.. .. of 1863, (20s).....		6	" " "	1883	100	.. ..		6,150,100	6	" " "	1873	106	
.. .. of 1864, (10-20s).....		6	April & Oct.	1884	101	.. ..		2,099,000	6	" " "	1874	106	
.. .. of 1865, (20s) free.....		6	" " "	1885		.. ..		473,000	6	" " "	1875	106	
.. .. (various) registered	897,500	6	Various.	Var.		North Carolina—State Bonds for R. R. (old).....		1,106,420	6	" " "	1874		
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898		.. .. (old).....		4,738,800	6	Jan. & July.	71-91	86	
.. .. 1869.....	200,000	6	" " "	1899		.. — State Bonds for R. R. (new).....		3,639,400	6	April & Oct.	71-91		
.. — Railroad Loans \$10,000 per mile.....	1,028,000	6	Various.	71-74		.. .. (new).....		2,626,000	6	Jan. & July.	92-98	101 1/2	
Georgia—W. & Atl. R. R. 1841 to 1844.....	275,000	7	Various.	72-84	87 1/2	.. — Funding & c. Bonds of '66-'68.....		1,739,000	6	April & Oct.	92-98	101 1/2	
.. .. 1842 to 1848.....	809,000	7	Feb. & Aug.	'72-'86	87 1/2	.. ..		2,800,400	6	Jan. & July.	1899	21 1/2	
.. — Atl. and Gulf R. R. 1858 to 1866.....	3,700,000	7	Jan. & July.	1886		.. — Special Tax Bonds.....		1,821,400	6	April & Oct.	1899	21 1/2	
.. — Bonds (Act March 12, 1865).....	980,693	6	" " "	1877	100 1/2	Ohio—State Loan (New York).....		11,407,000	6	" " "	1899		
Illinois—Interest Bonds of 1847.....	134,311	6	" " "	1877		.. ..		1,284,317	6	Jan. & July.	1870	1 1/2	
.. — Stock of 1857.....	848,000	6	" " "	1877		.. ..		1,600,000	6	" " "	1875	101 1/2	
.. — Refunded Stock Bonds.....	45,000	6	" " "	1879		.. ..		4,095,309	6	" " "	1881	101 1/2	
.. — Normal University Bonds.....	108,000	6	Mar. & Sept.	1879		.. ..		2,400,000	6	" " "	1886	103 1/2	
.. — Thornton Loan Bonds.....	416,800	6	Jan. & July.	1879		.. — Union Loan (Columbus).....		366,975	6	May & Nov.	1871		
.. — War Loan Bonds.....	204,000	6	" " "	1886		Oregon—Relief and Bounty Bonds.....		176,156	7	Jan. & July.	74-84	96 1/2	
Indiana—State Bonds.....	300,000	6	May & Nov.	1888		Pennsylvania—Redemption Loan of 1867.....		92,850	5	Feb. & Aug.	1872	97	
.. — War Loan Bonds.....	300,000	7	Jan. & July.	1881		.. ..		4,731,300	6	" " "	1872	97	
Iowa—War and Defense Bonds of 1861.....	100,675	6	" " "	'83-'84		.. ..		90,400	6	" " "	1877	91	
Kansas—State Bonds.....	1,056,500	7	" " "	'70-'86		.. ..		7,890,500	6	" " "	1877	105 1/2	
.. .. military.....	176,000	6	" " "	1889		.. ..		726,950	6	" " "	1882	96	
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	71-72	99 1/2	.. — Inclined Plane Loan.....		400,000	6	April & Oct.	1879	102	
.. .. of 1843.....	160,000	6	" " "	1873		.. — Military Loan.....		2,769,250	6	Feb. & Aug.	1871	101 1/2	
.. .. military.....	306,300	6	Various.	1866		.. — State Stocks (old).....		384,000	5	Jan. & July.	1882	101 1/2	
Louisiana—Charity Hospital.....	86,000	6	Mar. & Sept.	1883		.. .. (old).....		3,377,000	5	Feb. & Aug.	77-78	106 1/2	
.. — State Bonds, general.....	750,000	6	Jan. & July.	1883	60	Rhode Island—War Bonds of 1862.....		1,100,000	6	Mar. & Sept.	1882	106 1/2	
.. — Railroad Bonds.....	561,000	5	" " "	70-79		.. .. of 1863.....		736,000	6	Jan. & July.	1893	101	
.. — Levee Bonds 1865.....	2,052,000	5	Various.	'93-'06	69	.. .. of 1863.....		239,000	6	April & Oct.	1883	101	
.. .. 1867.....	1,000,000	6	Various.	1886		.. .. of 1864.....		841,000	6	Feb. & Aug.	1894		
.. .. 1870.....	4,000,000	6	May & Nov.	1907	62 1/2	South Carolina—Fire Loan of Stock 1838.....		303,343	6	Jan. & July.	1870		
.. — Funded coupons 1866.....	3,0,0												



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	94
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq.(D. & H.Canal):							1st Mortgage conv. & skg f.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88
1st Mortgage, 1883.....	1,000,000	7	Jan. & July.	New York.	1888	103	Burlington and Missouri River:						
2d Mortgage, 1895.....	2,000,000	7	April & Oct.	"	1885	99	Stock Bonds redeem. in pref. at k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100
3d Mortgage, 1889.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds.....	1,999,380	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1896	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Allegheny Valley:							Stock Bonds.....	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	94	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	103
1st Mortgage, Eastern Extension	48,000	7	"	"	1885	....	1st Mortgage land grant inconv.	5,080,020	7	April & Oct.	New York.	1893	94
Special Bonds to State of Penn.	3,500,000	6	"	"	1881	....	Burlington & Mo. Riv. in Neb:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv.....	3,360,000	8	Jan. & July.	Boston.	1894	98
1st Mortgage, traffic guar. 1863..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscoquin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, £288,600 @ 4.84..	1,390,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1880 and 1881.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1876	67
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	91
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	82	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	92
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	96
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	600,000	7	April & Oct.	"	1879	85
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	94
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	"	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	6
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C. )						
Land Mort. (500,000 acres).....gold	3,600,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83
1st Mortgage (So. Pacific).....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C & N.W.)						
Portland City Loan (skg fund) .	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	88
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
3d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's F.)gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free.....gold	16,000pm	7*	Jan. & July.	New York.	1899	91
Loan of 1866, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	95	Central of New Jersey:						
Loan of 1869.....	579,500	6	"	"	1880	94	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101
Loan of 1869.....	1,710,500	6	April & Oct.	"	1885	98	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	105
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O. ):						
Loan of 1869 (Baltimore) skg fd.	6,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '99 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102
Bangor and Piscataquis:							Subordinate Loan (Int.by State)	1,500,000	7*	"	"	1886	....
1st Mortgage (Bangor) loan ....	583,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100
Barclay Coal:							Income bonds.....	10,000,000	.....	"	"	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car.....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.)	371,600	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1895	....
1st Mort. guar. by M.C.Co.gold.	160,000	6*	May & Nov.	Portland.	1890	....	Chenaw and Darlington:						
Bellefontaine & Ind.(C.C.O.& Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	687,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefontaine & Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Chesapeake and Ohio:						
Belvidere Delaware:							Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mortgage ( guaranteed by )	1,000,000	6	June & Dec.	New York.	1877	....	1st Mort. (Va.Cen.R.R.205 m.)gr.	100,000	6	Jan. & July.	"	1880	....
2d Mortgage ( Camden and )	499,500	6	March & Sept.	Princeton.	1885	85	2d Mort. ( " " ).....	186,500	6	"	"	1872	....
3d Mortgage ( Amboy )	745,000	6	Feb. & Aug.	"	1887	81	3d Mort. ( " " ).....	901,000	6	"	"	1884	....
Blue Ridge, (S. Car.):							Income.....	300,000	8	"	"	1876	....
1st Mortgage guar. by State,gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Cheshire:						
Boston, Clinton and Fitchburg:							Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	94
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85	Chester Creek:						
Equalization or consol. bonds...	248,000	6	"	"	"	85	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
2d Mortgage of 1869-'70.....	162,500	7	"	"	'89-'90	85	Chester & Chicago Br. Junction:						
Boston, Concord and Montreal:							1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1885	....	Chester and Tamaroa:						
2d Mort. conv. (1st M. on 22 1/2 m.)	160,000	6	Jan. & July.	Boston.	1870	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
3d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	"	1870	....	Chester Valley:						
Sinking Fund Mortgage.....	607,000	6	"	"	1889	90	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Boston, Hartford and Erie:							Chicago and Alton:						
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage (new) for \$30,000,000	17,000,000	7	Jan. & July.	"	1899	38	1st Mortgage Income.....	2,400,000	7	Jan. & July.	"	1893	105
1st Mortgage (new) guar. by Erie	3,000,000	7	"	"	1899	41	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	90
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"	1899	....	Chicago, Burlington and Quincy:						
Boston and Lowell:							Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	114
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Trust Mortgage skg fund conv.	150,000	8	"	"	1883	....
Scrip certificates.....	386,000	3	January.	"	1873	....	Trust Mortgage skg fund.....	400,000	7	April & Oct.	"	1890	....
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	90	2d Mort. (4 p.c. after Jul.'75)gold	941,000	4	July.	Frankfort.	1890	....
Branswick and Albany:							American Cen. R.R. (67 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
1st Mort. endorsed by Ga.....gold	3,630,000	6*	April & Oct.	New York.	1905	....	Carthage & Burl.R.R.(30m) guar.	600,000	8	May & Nov.	"	1879	95
2d Mort sinking fund.....gold	2,350,000	7*	"	"	1893	....	Dix. Peo. & Han.R.R.(45m) guar	300,000	8	Jan. & July.	"	1889	96
Buffalo, Bradford and Pittsburg:							Illinois Gr. Trunk R.R.(44m) guar	960,000	8	April & Oct.	"	1890	97
1st Mortgage guar. by Erie.....	580,000	7	Jan. & July.	New York.	1896	....	Keokuk & St. Paul (42 1/2 m.) guar	1,000,000	8	"	Boston.	1879	95
Buffalo and Erie (L. Sh. & M. So):							Ott.,Osw. & FoxRv.V.I.R.R.(73m)	1,260,000	8	Jan. & July.	New York.	1900	....
Bonds of Buff. and State Line....	100,000	7	May & Nov.	New York.	1873	....	Peoria & Hannib.R.R.(31m) guar	600,000	8	"	"	1873	....
Bonds of Buff. and State Line....	200,000	7	Jan. & July.	"	1882	....	Quincy & War. R.R.(40 m) guar.	800,000	8	"	"	1890	100
Bonds of Erie and Northeast.....	300,000	7	March & Sept.	"	1886	....	Chicago and Great Eastern:						
Consol. bonds of April 1, 1888..	3,000,000	7	April & Oct.	"	1899	....	Construction Bonds.....	400,000	7	April & Oct.	New York.	1885	85
							Income Bonds.....	300,000	7	Jan. & July.	"	1884	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	Columbus, Springfield and Cin.:						
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7	.....	New York.	18—	....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	91½	Columbus and Xenia:						
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:						
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Connecticut and Passumpsic Riv.:						
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	1st Mortgage skg fund, 1886.....	455,800	6	June & Dec.	Boston.	1876	92½
Chicago & Milwaukee (C. & N.W.):							Notes payable, coupon tax free.	559,429	7	"	"	1876	99½
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:						
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	94	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern:							Connecticut Western:						
Prof. sinking fund b'ds (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100½	1st Mortgage.....	81,500	7	.....	Hartford.	18—	....
Interest (f'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	"	1883	94	Connecting (Philadelphia):						
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	98	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	90
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Contocook River:						
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	1st Mortgage.....	30,000	6	.....	Boston.	18—	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	100½	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	104½	Coun. Bluffs & St. J. (K. St. J. & C. B.):						
Miss. Riv. Bridge ("") 40m.	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Elgin and State Line)	135,000	7	"	"	1878	....	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	Covington and Lex. (Ky. Cen.):						
Consol. skg fund Mort. (800 m.)	2,500,000	7	May & Nov.	"	1915	94½	1st Mortgage March 1882.....	120,000	7	March & Sept.	New York.	1872	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	2d Mortgage March 1863.....	844,000	7	"	"	1888	....
1st Mort. (Chic. & Mil. R.R.) 45m.	597,000	7	May & Nov.	"	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1886	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Cumberland Coal and Iron:						
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	"	1898	94	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	1888	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
1st Mort. (Mad. Ext.) 12½ m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Cumberland Valley:						
1st Mort. (Men. Ext.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago & Mich. Lake Shore:							2d Mortgage.....	109,500	8	"	"	1908	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	85½	Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
Chicago, Pekin & Southwestern:							Danbury and Norwalk.						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago, Rock Island and Pacific:							2d Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	101½	Danv. Hazleton & Wilkesbarre:						
Chi. & Southwestern (C. R. I. & Pac.):							1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	Davenport and St. Paul:						
Chillicothe & Brunswick (N. Mo.):							1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	Dayton and Michigan:						
Cincinnati, & Balt. (Mar. & Cin.):							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Cincinnati, Hamilton and Dayton:							3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Dayton and Union:						
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Cinc. and Indiana (C. Laf. & Chi.):							2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Income Bonds.....	252,445	6	"	"	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-85	....	Dayton and Western:						
Cincinnati and Indianapolis Junc:							1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	433,000	6	"	"	1906	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Decatur & E. St. Louis (T. W. & W.):						
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cincinnati, Lafayette and Chi.:							Decatur, Sullivan and Mattoon:						
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):							Delaware:						
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati, Richmond & Chicago:							Delaware State Loan.....	170,000	6	"	"	1876	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
Cincinnati, Sandusky and Clev.:							Exten. (Seaf. to Delmar) bonds..	100,000	6	"	"	1880	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	83½	Delaware, Lackaw. & Western:						
1st Mort. (San., Day. and Cin.) ..	988,000	6	Feb. & Aug.	Boston.	1900	78½	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1877	91½	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	105
Cincinnati and Zanesville:							2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	100
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific:						
Clev., Col. and Cinc. (C. C. & I.):							1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	71-84	....	Des Moines Valley:						
Clev., Col., Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	101½	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
1st Mort. (C., C. and C. R. R.) ..	365,000	7	June & Dec.	"	71-84	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
1st Mort. (Bell. and Ind. R. R.) ..	646,000	7	Jan. & July.	"	70-95	....	Detroit, Hillsdale and Indiana:						
Cleveland and Mahoning:							1st Mort. (16,000 p. m.)..... guar.	1,080,000	8	June & Dec.	New York.	1890	80½
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit, Lansing & L. Michigan:						
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1879	....
Clev., Mt. Vernon and Delaware:							2d Mortgage Ionia and Lansing.	800,000	8	May & Nov.	"	1880	....
1st Mort. for \$1,500,000..... gold	143,000	7*	Jan. & July.	New York.	1900	....	Detroit and Milwaukee:						
Clev., Painesv. & Ash. (L. Shore):							1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96	2d Mortgage.....	1,000,000	8	"	"	1875	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	....	1st Mortgage Funded Coupons ..	628,525	7	Jan. & July.	"	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	94	2d Mortgage Funded Coupons ..	377,115	7	May & Nov.	"	1875	....
Cleveland and Pittsburg:							Bonds of June 30, 1894, (2nd) ..	1,916,639	6	"	NY & Detroit.	1886	....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	102	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.		



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	103
1st Mortgage (construction).....	800,000	7	" "	" "	1891		2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908		1st Mortgage not guaranteed....	376,768	7	" "	" "	'81-'86	
East Brandywine & Waynesburg.							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885		1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	
2d Mortgage.....	35,000	8	" "	" "	1873		Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	
1st Mortgage, guar. Skg Fund....	495,000	7	March & Sept.	Philadelphia.	1888	90	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869....	129,100	7	May & Nov.	New York.	1889	
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	92	Hannibal and Naples:						
Interest bonds (funded coupons)	138,400	7	" "	" "	1873		1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	90
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund....	5,500,000	7	Jan. & July.	New York.	1900	93	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874		Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	92
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872		Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	93	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	98	Three years' notes.....	810,000	8	" "	" "	1873	
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888		Five years' notes.....	1,024,300	8	" "	" "	1875	
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	95	Fifteen years' bonds.....	1,209,500	8	March & Sept.	" "	1885	91
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	90	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	97
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" "	1892	103
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880		Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	105
2d Mortgage.....	180,000	6	April & Oct.	" "	1886		Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890		1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1880	
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	96	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890	
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	60	Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "			1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	102	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	98	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	95	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	92	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	
5th Mortgage convertible.....	928,500	7	June & Dec.	" "	1888	91	Hastings and Dakota:						
Buffalo Branch, 1st mortgage....	186,400	7	Jan. & July.	" "	1891		1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875		Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882		Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890		1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893		2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	
Bgor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898		Houston and Texas Central:						
1st m. R.R. & L'd (B to Win. 45 m)	2,000,000	6	" "	" "	1899		1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	
Kavanaugh and Crawfordville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)....	350,000	7	Jan. & July.	New York.	1889		1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (Ev. & Chi. R.R.)....	740,000	7	May & Nov.	" "	1889		2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	106
1st Mort (Rockville Extension)....	150,000	7	Feb. & Aug.	" "	1881		3d Mortgage.....	180,000	7	May & Nov.	" "	1875	103
Consolidated Mortgage.....							Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	103
1st Mortgage of July 1, 1867....	1,000,000	7	Jan. & July.	New York.	1897		2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	50
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882		Illinois Central						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	105
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877		2d Mortgage Construction.....	332,000	6	" "	" "	1875	
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	
1st Mortgage L. G., 1st mort....	267,000	7	May & Nov.	New York.	1880		Redemption, sterling.....	2,500,000	6	" "	London.	1890	
1st Mortgage L. G., 2d mort....	319,000	7	Jan. & July.	" "	1887		Illinois & South. Iowa (T.W. & W.):						
1st Mortgage L. G., 3d mort....	1,200,000	8	March & Sept.	" "	1888		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888		Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889		Indianapolis, Blooming. & West:						
Fonda, Johnsto'n & Gloversville:							1st Mortgage, conv.....	5,000,000	7	April & Oct.	New York.	1909	
1st Mortgage.....	300,000	7	" "	New York.	1889		2d Mortgage.....	1,600,000	8	" "	" "	1890	
Ft. W. Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889		1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	
Ft. W. Muncie & Cin. (F.W. J. & S.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	
1st Mortgage guaranteed.....	1,800,000	7	Jan. & July.	New York.	1889		1st Mortgage ( " ) 179 m.	1,566,000	7	June & Dec.	" "	1899	68
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.)...	500,000	7	" "	" "	1893	
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	104	2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	100	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Georgia:							Indianapolis & Madison (J.M. & I.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86		1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889		1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	
1st Mortgage guar half yr., gold	4,000,000	7	Jan. & July.	New York.	1893		Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year..... gold	4,000,000	7	April & Oct.	" "	1899		1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	
1st Preference Bonds £1,703,325.	13,516,625	5	Jan. & July.	London.			Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,051,320	4	" "	" "			1st Mortgage of April 1, 1869....	2,960,000	7	April & Oct.	New York.	1899	79
3d Preference Stock £758,510....	3,792,550	4	" "	" "			Iowa Midland (C. & N.W.):						
4th Preference Stock £5,571,210.	27,855,905	4	" "	" "			1st Mort. of Aug. 1, 1870 guar....	18,000pm	8	Feb. & Aug.	New York.	1900	
Equipment Bonds £610,480.....	3,052,400	6	April & Oct.	" "			Iowa Southern:						
Postal & Military b'ds £1,200,000	6,000,000	6	Feb. & Aug.	" "			1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	
Provincial Debenture's £3,111,500	15,537,500		" "	" "			Ironton:						
Great Falls and Conway:							1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878		Jackson, Lansing and Saginaw:						
Great Western (Canada):							1st Mortgage of 1865.....	1,405,000	8	Jan. & July.	New York.	1885	105
Perpetual Debentures.....	227,273	5	" "	London.			2d Mort. of 1868 for \$500,000....	100,000	8	March & Sept.	" "	1888	102
Mortgage Bonds.....	2,076,176	4	" "	" "	'71-'73		Consolidated Mort. for \$3,000,000		8	May & Nov.	" "	1890	99
Mortgage Bonds.....	2,375,906	6	" "	" "	1873		Jamest'n & Frank. (L.S. & M. So.):						
Mortgage Bonds.....	618,966	6	" "	" "	1876		1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	
Mortgage Bonds.....	2,360,333	5	" "	" "	1877		2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	
Mortgage Bonds.....	301,733	5	" "	" "	1878		Jefferson (Erie):						
Mortgage Bonds.....	4,866	5	" "	" "	1881		1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	
Gr. Western of Illinois (T.W. & W.):							2d Mort. ( " ).....	96,000	7	" "	" "	1889	
1st Mortgage (W. of Decatur)...	687,000	10	April & Oct.	New York.	1871		1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	
1st Mortgage (H. W. R.R. of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	95	Jeffersonville (J. M. & I.):						
2d Mortgage (H. W. R.R. of 1859)	2,500,000	7	May & Nov.	" "	1893	99	2d Mortgage assumed.....	2,107,000	7	April & Oct.	New York.	1873	



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian.							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	100
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	....	1st Mort. of 1868 (coup. & reg.) free	3,343,000	6	June & Dec.	"	1898	95
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	Feb. & Aug.	"	1900	100
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	"	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan)....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage slg fund guar.....	410,000	8	Jan. & July.	New York.	1882	107	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western)...	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage ( " ).....	433,000	6	"	"	1905	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 .gold	6*	Jan. & July.	Boston	1899	....	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91	1st Mortgage.....	7*	"	New York.	1889	....	
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam. Alleg. & Gr. R. (L.S. & M.S.)							Logansport, Crawf. & S'w'n Ind.:						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	96	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M. Cen.):							Long Branch and Sea Shore:						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension)....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	"	"	1899	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Bos'n.	1890	....	Louisville, Cincin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....	1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	150,000	10	"	"	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	'71-'80	....
2d Mort. ( " ).....	539,500	8	June & Dec.	"	1874	91	Louisv. Loan ( " ).....	100,000	6	"	"	1881	....
1st Mort. (Mo. Valley 61 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort)...	25,000	6	"	"	1874	....
1st Mort. ( " ).....	1,500,000	7	"	"	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m. ....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem)....	849,000	6	April & Oct.	"	'86-'87	....
1st Mort. on R.R. 254 m. ....gold	4,063,000	6*	June & Dec.	"	1896	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1887	....
1st Mort. on Branch 34 m. ....	600,000	7	May & Nov.	"	1896	....	1st Mortgage (Memphis Br.)...	197,000	7	"	"	'71-'75	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	'71-'76	....	1st Mortgage (Bardonia Br.)...	1,000	7	Jan. & July.	"	1870	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	....	1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	"	'80-'85	....
1st M. on lands E. of 380th m. ....gold	2,000,000	7	Jan. & July.	"	1880	....	Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	"	1893	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	'95-'97	....	Consolid. Mort. of April 1, 1868..	5,500,000	7	"	"	1898	....
3d Mort. Income on 428 m. ....	4,275,000	7	(after 5 years.)	"	1916	....	Lowell & Lawrence (B. & L.):						
Kent County (Del.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Macon and Brunswick:						
Kentucky Central (Cov. & Lex.):							1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
2d Mortgage March 1863.....	844,000	7	"	"	1883	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....	Equipment Mortgage.....	150,000	....				
Keokuk, Iowa City and Minn.:							Macon and Western:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
2d Mortgage.....	5,000pm	7	"	"	1891	....	Madison and Portage:						
Keokuk and St. Paul (C.B. & Q.)							1st Mortgage.....	450,000	7	April & Oct.	New York.	1836	....
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	Maine Central:						
Lackawanna and Bloomsburg:							Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan (new) for \$1,100,000....	451,200	7	Jan. & July.	"	1898	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Mort. (Ext.) for \$500,000 .gold	112,000	6*	April & Oct.	"	1900	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	1st Mort. (B.to P. & Ken. exch. 7s)	577,000	6	"	"	1872	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	Mansfield & Framigh. (B.C. & F.)						
La C. Trempealeau & Pres. (C. & N.W.)							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
1st Mortgage, guaranteed.....	800,000	7	"	New York.	....		Marietta and Cincinnati:						
Lafayette, Bloomington & Miss.:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,300,000	8	"	New York.	....		1st Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891	96
Lafayette, Muncie & Blooming.:							2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89
1st Mortgage.....	1,500,000	8	"	New York.	....		3d Mortgage for \$3,000,000....	2,000,000	8	Jan. & July.	"	1890	73
Lake Erie and Louisville:							1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1890	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Baltimore Loan to Union R. R.:	20,000	7	"	Baltimore.	....	
Lake Shore & Michigan So.:							Marietta and Pittsburg:						
Sunbury B'ds (CP & ARR 954m)	500,000	7	Jan. & July.	New York.	1874	....	1st Mort. of Aug. 1, 1869 .gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Regis. Bonds ( " ).....	1,000,000	7	"	"	1880	....	Marquette and Ontonagon:						
3d Mortgage ( " ).....	1,000,000	7	April & Oct.	"	1892	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	96	Maryland and Delaware:						
S. Fund Bonds (L.S. & M.Sol. 1013m)	2,000,000	7	"	"	1879	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
Consol. M. reg. ( " ).....	597,000	7	J. A. J. & O.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Consol. M. coup. ( " ).....	63,000	7	Jan. & July.	"	1900	....	Memphis and Charleston:						
1st Mort. (M.S. & N. In. R.R. 521m)	5,256,000	7	May & Nov.	"	1885	104	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mort. ( " ).....	2,693,000	7	"	"	1877	100	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Junc. R.R. 494 m.)...	115,000	7	June & Dec.	"	1872	....	Tenn. Loan.....	1,864,387	6	"	"	1890	....
S. Fund (Clev. & Tol. R.R. 162m)	2,014,000	7	Jan. & July.	"	1885	....	Memphis and Little Rock:						
M. of '66 ( " ).....	864,000,												



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Midlin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage, ".....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
MIL & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Eric):						
2d Mortgage, ( " ).....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93 1/2	1st Mortgage.....	75,156	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer).....	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.).....	3,792,000	7	Jan. & July.	"	1897	89	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	95	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	107 1/2	New H., Middle't'n & Willman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	94	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	.....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	224,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,073	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	100,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage ( " ).....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	70
1st Mort. (Miss. Cen. & Tenn.).....	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.).....	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	— & —	New York.	1900	....	New London Northern:						
Land Mort. (257,000 acres).....gold	1,000,000	7*	— & —	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	— & —	"	1900	48	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	New O., Baton Rouge & Vicksb'g:						
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	81-93	....	1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	— & —	"	1910	....
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....	N. Orleans, Jackson & Gt. North..						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856, gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860, gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	— & —	New Orleans.	1890	....
1st M. R.R. & land (U.P.S. Br.) (SF)	4,145,000	6	Jan. & July.	New York.	1899	....	City Extension Mort.....gold	1,000,000	7*	— & —	"	1890	....
1st M. (Tobo & Nesho) S. F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S. F. (\$14,000,000) d	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99	2d Mortgage on 227 miles...cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:						
Missouri Valley (K.C.S. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,826	6	May & Nov.	New York.	1883	96
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	— & —	"	....	....	Bonds for Debits assumed.....	1,514,000	7	May & Nov.	"	1876	104
Mobile and Girard:							Bonds for B. & N. Falls R.R. St.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	....
2d Mortgage, endorsed by Ala..	300,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	— & —	Mobile.	....	....	Bonds and mortgages for R. E..	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	94 1/2
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. ( " " ) S. F.	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....Sterling	.....	6*	"	London.	1882	....	3d Mort. ( " " ).....	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	803,700	8	"	New York.	1878	....	Conv. B'ds ( " " ).....	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	New York and Fort Lee (Eric):						
Interest bonds sterling.....	755,400	6*	"	London.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1898	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.S.):						
Montgomery & Erie (Eric):							1st Mortgage.....	135,000	7	— & —	New York.	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Eufala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101 1/2
1st Mortgage of 1866, endorsed.	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	93
Montgomery & West Point (Wtn)							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	18.0	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	— & —	New York.	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$3,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	New York.	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105	1st Mortgage.....	50,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	Consol. Mort. for \$1,000,000....	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1885.....	\$6,000,000	7	Jan. & July.	New York.	1895	91½	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	...
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888		Peninsula (O. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5yrs)	3,000,000	10	"	"	1888		1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	91½
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½	1st Mortgage..... gold	1,900,000	7*	May & Nov.	New York.	1899	...
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage.....	1,245,000	7	May & Nov.	"	1896	96½	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	97
Northern Central:							1,500,000	7	"	"	"	1906	...
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.		Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	92½	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	...
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89½	2d Mortgage.....	169,500	6	Feb. & Aug.	Boston.	1870	...
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877		Peoria & Bureau Val (C.R.L. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	93½	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...
Income conv. of April 1, 1870....	475,000	7	April & Oct.	"	1880		Peoria & Hannibal (C.B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	...
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	...	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	...
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	...	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	...
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands... gold	50,000pm	7.3	Jan. & July.	New York.	1900	...	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	...
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.)...	458,500	6	Jan. & July.	Baltimore.	1873	99	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	79
3d Mortgage ("").....	140,000	6	"	"	1885	91	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	...
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	...	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	...	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	...
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	...	Mortgage Bonds.....	26,500	7	"	"	1865	...
Construction bonds.....	250,000	7	Jan. & July.	"	1877	...	Mortgage Bonds.....	266,500	8	"	"	"	79-90
New bonds of 1870.....	22,000	7	"	"	1890	...	Philadelphia and Baltimore Cent:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	...
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage.....	5,000,000	6½	March & Sept.	Philadelphia.	1881	92
1st Mortgage ("") dollar.....	51,000	7	"	New York.	1873	...	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	80
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	...
1st Mort. conv. into pref. stock.	4,600	7	Jan. & July.	Boston.	1869	...	1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
2d Mort. conv. into com. stock....	25,200	7	April & Oct.	"	1861	...	Philadelphia, Germant. & Noriet:						
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879	102	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	...
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	99½	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	...
2d Mortgage (W. Div.).....	850,000	7	"	"	1872	...	Debenture Loan of 1868.....	1,121,000	6	"	"	1893	84
1st Mortgage (W. Div.) conv.....	534,000	7	"	"	1874	87	Debenture Loan of 1870.....	2,625,000	7	"	"	1890	...
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	...	Mortgage Loan of 1857, conv.....	143,500	6	"	"	1886	...
Funded Debts Mort. (W. Div.)...	16,500	7	"	"	1882	...	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	92
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	94½	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106
Consolidated Mort. (sterling)....	101,850	7	"	London.	1898	...	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880	...
Old Creek and Allegheny River:							Sterling Loan of 1843.....	976,500	6*	"	"	1880	...
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86	Sterling Loan of 1836.....	268,000	7*	"	"	"	72-77
1st Mortgage.....	580,000	7	April & Oct.	"	1882	...	Philadelphia, Wilmington & Balt:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	...	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	...
2d Mortgage.....	71,000	7	May & Nov.	"	1871	...	Plain Bonds.....	600,000	6	April & Oct.	"	1871	...
Consolidated Mortgage.....	819,000	7	"	"	1888	82½	Plain Bonds.....	400,000	6	"	"	1876	...
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	...
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	103	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	91½	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	...
Plain Bonds.....	485,000	6	April & Oct.	"	1875	96½	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	76½	...
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	97½	Pittsburg & Connelleville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	...	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	91
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	...
1st Mort. (North Platte Div.)...	300,000	8	June & Dec.	New York.	1890	...	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	...
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	...
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	82½	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105½
3d Mort. ("").....	598,000	8	May & Nov.	Richmond.	1873	93	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...
4th Mort. ("").....	574,000	8	March & Sept.	Alexandria.	1880	83	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	85	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...
Va. State Loan.....	249,962	7	"	"	1893	...	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...
Osaage Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...
1st Mortgage (20 years).....	200,000	10	Jan. & July.	New York.	1888	...	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100½
Oswego and Rome (B.W. & O.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	...
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	...
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	...
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	...
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-80	...	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	...
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	...	2d Mortgage (Series M).....	860,000	7	July & Oct.	"	1912	...
Ottawa, Osw. & Fox R.V. (O.R. & Q.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	98½
1st Mort. traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	...	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	...
Owensboro' and Russellville:							Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	...
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	...	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	...
Pacific of Mo.:							Port Huron & Lake Michigan:						
1st Mort. construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	...	1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1899	...
1st Mortgage..... gold	7,000,000	7*	Jan. & July.	"	1880	100	Portland and Kennebec:						
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.		1st Mort. (K. & P.R.R.) 1851-61.	224,800	6	April & Oct.	Portland.	1883	...
St. Louis County Loan.....	700,906	6	Feb. & Aug.	"	71-73	...	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1885	...
Panama:							Consol. (P. & K.R.R.) Apr. 1, 1865	790,700	6	"	"	...	...
Sterling Bonds £152,775 at 4.5%.	740,959	7*	Feb. & Aug.	London.	1872	...	Portland loan.....	100,000	6	"	"	...	...
Sterling Bonds £19,350 at 4.8%.	93,847	7*	April & Oct.	"	1897	...	Stock certificates (Yarmouth)...	202,400	6	April & Oct.	Portland.	...	...
Sterling Bonds £597,800 at 4.5%.	3,869,330	7*	"	"	1897	...	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863.....	250,000	6	"	Portland.	1883	...
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1885	...	Port Royal:						
Paterson and Ramapo (Erie):							1st Mort. skg f'd conv..... gold	2,800,000	7*	May & Nov.	Lond. & N. Y.	1889	...
1st Mortgage, guaranteed.....	85,000	7	May & Nov.	New York.	1878	...	Portsmouth, Gt. Falls & Conway:						
1st Mortgage..... gold	16,000pm	7*	Feb. & Aug.	New York.	1901	...	1st Mortgage.....	200,000	6	"	Boston.	1889	...
Pennsylvania:							Potsdam & Watertown (R.W. & O)						
1st Mort. ("").....	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½	1st Mortgage, guaranteed.....	345,500	7	June & Dec.	New York	72-74	...
2d Mort. ("") Harrisb. to Pittsb. }	2,594,000	6	April & Oct.	"	1878	100	Poughkeepsie and Eastern:						
2d M. etc. ("").....	2,282,840	6*	"	London.	1878	...	1st Mort. conv. & tax free... gold	800,000	7*	Jan. & July.	New York.	1910	...
General Mortgage.....	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½	Providence, Warren and Bristol:						
State lien on whole property....	5,924,717	5	April & Oct.	Harrisburg.	71-90	...	1st Mortgage of 1868.....	55,000	8	June & Dec.	Providence.	1877	...
Debentures or Short Bonds.....	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	...	Quincy and Toledo (T.W. & W.):						
Mortgages and ground rents....	102,809	6	various.	"	var.	...	1st Mortgage, assumed.....	500,000	7	May & Nov.	New York.	1890	93
							Quincy & Warsaw (C.B. & Q.):						
							1st Mort. guar. and tax free....	800,000	8	Jan. & July.	Boston.	1890	106½
							Raleigh and Gaston:						
							1st Mortgage.....	50,000	8	Jan. & July.	Raleigh.	1877	...



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala..... gold	16,000pm	5*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free..... gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. S. & R.) assumed.	600,000	7	May & Nov.	"	1890	....	Schuylkill and Susquehanna:						
1st Mortgage (G.F.B.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1870	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	83	Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,800	6	May & Nov.	N. Y. & Rich.	'76-'90	....	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	'73-'75	....	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,000	6	Feb. & Aug.	"	'71-'76	....	1st Mortgage, guar. by Ala..... gold	16,000pm	8*	"	New York.	1890	....
Rich. Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala..... gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,830	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,800	6	Feb. & Aug.	Richmond.	'71-'76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868..... gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy)..... cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free ....	14,000pm	7	"	New York.	....	....
1st Mort. (Potomac & Watert.)	345,500	7	June & Dec.	"	'72-'74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871..... gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'83	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	81	Domestic Bonds (H) 1886-'87....	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	97	Domestic Bonds (G) 1882-'87....	342,500	6	Jan. & July.	"	'73-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1888....	1,272,000	7	April & Oct.	"	'88-'91	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1883	....	Domestic Bonds (special) Sep. '88	76,000	6	Jan. & July.	"	'80-'92	....
2d Mort. conv. into com. stock..	67,000	7	"	"	1883	....	Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1888 (L).....	800,500	7	Jan. & July.	New York.	'82-'89	....
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. ( " ).....	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage ( " ).....	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort., endor. by Ala. tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'p 14,70, free	5,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97	1st Mortgage, Mar. 1, 1887.....	2,250,000	7	Mar. & Sept.	New York.	1887	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	87	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	80	4th Mortgage, consol. 3d pref....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed..... gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94	1st Mortgage..... gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 18, 1864....	2,385,000	7	April & Oct.	New York.	1894	95	1st Mort., Apr. 1, 1868 tax free...	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed..... gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870..... gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870..... gold	80,000	7*	"	"	1890	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv..... gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F. guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F. guaranteed.	2,600,000	7	April & Oct.	"	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & S.P.):							1st Mortgage..... gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870..... gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 30 m.)	700,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	350,000	7	"	New York.	1874	....



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May* & Nov.	New York.	1872		1st Mortgage for \$5,000,000 .....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	93	Loan of Mar. 1861 guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	90	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	93
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	85	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	103
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879		West Shore Hudson River:						
Consolidated Bond Class A.....	1,406,000	7	May & Nov.	"	1911		1st Mortgage.....	676,300	7	— & —	New York.	....	....
Toledo, Wabash and Western:							West Wisconsin:						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	97	Wicomico & Pocomoke.....	4,000,000	7	Jan. & July.	N.Y. or Lond.	1885	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890		1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mort. (Tol. & Wabash 75 m.).....	1,000,000	7	May & Nov.	"	1878	94	Williamston and Tarboro'.....						
2d Mort. (Wab. & West. 167 m.).....	1,500,000	7	"	"	1871		1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Equipm't Bonds (T. & W. 75m.).....	600,000	7	"	"	1883	86	Wilm., Charlotte & Rutherford:						
Consol. M. (T. W. & W. 560 m.).....	2,760,000	7	F. M. A. & N.	"	1907	90	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	90	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
Troy and Boston:							Wilmington and Reading:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887		1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage.....	300,000	7	April & Oct.	"	1885		2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
3d Mortgage.....	660,000	7	May & Nov.	"	1875		Wilmington and Weldon:						
Convertible Bonds.....	648,000	7	"	"	1882		Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy, Salem & Rutland (R. & Sar.)							Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894		Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1896	91
Troy Union:							Winona & St. Peter (C. & N. W.):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	87
2d Mortgage, guaranteed.....	360,000	6	"	"	1878		2d Mortgage.....	12,000pm	7	May & Nov.	"	....	
Union Pacific:													
1st Mortgage, tax free.....	27,237,000	6	Jan. & July.	N.Y. & Boston	'95-'99	92	CANAL BONDS.						
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82	Cheapeake and Delaware:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	82	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99		Cheapeake and Ohio:						
Union Pacific—Central Branch:							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895		Sterling Loan guaranteed.....	4,375,080	6	"	London.	1890	....
2d Mortgage (U. S. subsidy).....	1,000,000	6	Jan. & July.	"	1895		Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Union Pacific, E. D. (see K. Pac.)							Delaware Division (L. C. & W.):						
Union Pacific, E. Br. (M. K. & T.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st M. R. 342m. & 1,300,000 acres	4,145,000	6	Jan. & July.	New York.	1899		Delaware and Hudson:						
Union and Titusville:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890		Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
Utica and Black River:							Delaware and Raritan (See Cam						
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878		den and						
Vermont Central:							Erie of Pennsylvania:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	84	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
2d Mortgage.....	1,500,000	7	"	"	1891	39	Bonds for Interest prior to 1850.	161,960	7	"	"	1873	....
Equip. Loans of 1866-'87.....	1,000,000	8	May & Nov.	"	'76-'77	100	Lehigh Coal and Navigation:						
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	101	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Stantead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	85	Mortgage Loan.....	2,000,000	6	"	"	1897	93
Guar. Stock (Vt. & Ck.).....	2,000,000	8	June & Dec.	"	....	99	Gold Loan.....	5,000,000	6	June & Dec.	"	1897	101
Vermont and Massachusetts:							Gold Loan.....	980,000	6	"	"	1894	92
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Convertible Loan.....	1,996,879	6	"	"	1877	88
Convertible tax free, bonds.....	200,000	7	"	"	1879	100	Monongahela Navigation:						
Vermont Valley (Vt. Central):							1st Mortgage.....	103,000	6	Jan. & July.	"	1887	....
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860		2d Mortgage.....	7,000	6	"	"	1875	....
1st Mortgage.....	114,000	6	"	Boston.	1860		Morris (and Banking):						
1st Mortgage.....	235,200	7	"	New York.	1859		1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	93
Vicksburg and Meridian:							2d Mortgage.....	285,000	6	"	"	1876	92
General Mort. 1st series (red.)	722,500	7	Jan. & July.	Philadelphia.	1890		Boat Loan, sinking fund.....	238,965	7	"	"	1885	93
" " 2d series (blue).....	850,000	7	"	"	1890		Dividend Scrip.....	103,164	7	— & —	"	....	....
" " 3d series (black).....	154,000	7	"	"	1890		Pennsylvania:						
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890		1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Special Loan.....	225,438	8	Jan. & July.	"	1880		Schuylkill Navigation:						
Vineland:							1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1873	82
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890		2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	79
Virginia & Tennessee (A. M. & O.):							Plain Bonds.....	171,354	6	"	"	1876	81
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	Improvement bonds.....	305,500	6	May & Nov.	"	1870	89
2d Mortgage.....	4,000	6	"	"	1869	76	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
3d Mortgage.....	990,000	6	"	"	1884		Boat and Car Loan 1864.....	633,650	7	— & —	"	1889	75
Income Mortgage.....	113,000	6	"	"	1866		Susquehanna (S. & Tide Water):						
4th Mortgage.....	846,000	8	"	"	1900	88	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	75
Registered Certificates.....	116,123	8	"	Richmond.	1880		2d Mortgage.....	700,000	6	"	"	1885	....
Interest Funding Bonds.....	204,200	8	"	New York.	1880		3d Mortgage stg.....	872,667	6	"	London.	1878	....
Walkill Valley (20,000 per mile):							Tide-Water (Susq. & Tide-W.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910		1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	....
Ware River (N. & N.):							2d Mortgage.....	300,000	6	"	"	1885	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890		3d Mortgage.....	436,333	6	"	London.	1878	....
Warren (D. L. & W.):							Union:						
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875		1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	15
Warwick Valley (Erie):							West Branch and Susquehanna:						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880		1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
Washington and Ohio:							2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
1st Mortgage 1868 for \$8,000,000.							3d Mortgage.....	13,000	6	"	"	1868	....
Watertown & Rome (R. W. & O.):							Wyoming Valley (Penna.):						
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871		1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	....
Sinking Fund.....	796,900	7	"	"	1880								
Westchester and Philadelphia:							MISCELLANEOUS.						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	100	American Dock & Improvement:						
3d Mortgage (8s compromised).....	557,400	6	April & Oct.	"	1878		1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Western Alabama:							Consolidated (Md.) Coal:						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900		1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
1st Mortgage (before consolid.).....	600,000	8	"	"	1888		Pennsylvania Coal:						
1st Mortgage (M. & W. Point R. R.)	760,000	8	Jan. & July.	"	1881		1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western (B. & Albany):							Long Dock:						
Sterling Bonds.....	1,619,520	5	April & Oct.	London.	1871		Mortgage Bonds, guaranteed ...	2,600,000	7	June & Dec.	New York.	1872	92
Albany Loan (A. & W. Stekbgde)	500,000	6	Jan. & July.	Boston.	1876		Mariposa:						
Dollar Bonds.....	763,500	6	April & Oct.	"	1875	99	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Western Maryland:							2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	84	Quicksilver:						
2d Mortgage preferred.....	600,000	6	"	"	1890	70	1st Mortgage.....	600,000	7	June & Dec.	New York.	1873	....
Bonds endorsed by Balt.....	600,000	6	"	"	1890	92	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1879	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	"	"	1890	91	Western Union:						
Western North Carolina (E. D.):							1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1876	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890		2d Mortgage.....	89,500	7	Jan. & July.	"	1873	....
Western Pennsylvania (Penna.):													
1st Mortgage, (E. Div. guar.).....	800,000	6	April & Oct.	Philadelphia.	1883	83							
1st Mortgage (Pittsb. Div. guar.)	1,000,000	6	Jan. & July.	"	1896								



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "t."

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Railroad.				Rolling Stock				Property and Assets.				Liabilities.				Operations.				Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Main Line.		Branch Line.		2d Track and Siding.		Railroad in progress.		Engines.		Pass.		Freight.		Cars.		Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Dec. 31, 1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*au strict* (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Year ending	Railroad.		Rolling Stock.		Property and Assets.		Liabilities.				Railroad Operated.		Operations.			Earnings.		Value of Shares.				
	Main Line.	Branch Line.	Engines.		Cars.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	Trains Moved.	Carried one mile.		Gross.	Net.	Dividends.	
			Pass.	Freight.	H. M. E.	Freight.											Passengers.					Freight.
Aug. 31, 1870	202.0	10.1	1,860.0	...	...	...	4,590,525	...	1,590,525	3,000,000	...	...	...	...	...	...	...	...	...	...	...	...
May 31, 1871	187.0	84.0	1,870.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1871	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1872	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1873	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1874	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1875	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1876	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1877	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1878	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1879	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1880	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1881	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1882	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1883	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1884	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1885	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1886	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1887	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1888	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1889	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1890	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1891	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1892	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1893	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1894	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1895	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1896	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1897	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1898	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1899	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1900	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1901	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1902	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1903	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1904	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1905	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1906	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1907	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1908	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1909	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1910	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1911	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1912	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1913	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1914	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1915	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1916	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1917	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1918	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1919	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1920	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1921	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1922	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1923	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1924	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1925	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1926	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1927	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1928	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1929	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1930	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1931	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1932	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1933	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1934	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1935	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1936	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1937	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,500,000	...	...	...	...	...	...	...	...	...	...	...	...
Nov. 30, 1938	170.0	61.0	1,840.0	...	...	...	4,992,000	...	1,492,000	3,50												



[illegible]



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

an asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]



Oct. 31, 1870	54.0	7.0	13	76	Schenck Hill and Squequehanna	1,288,589	186,213	105,220	1,269,150	97,000	115,988	64.0	202,476	207,264	(12,108)	50
Feb. 28, 1871	54.0	7.0	13	169	Sabard and Koonoke, Va. & N. Carolina	1,811,863	186,213	105,220	1,269,150	210,000	115,988	80.0	(Under construction)	470,523	169,509	4
Apr. 30, 1871	40.0	6.0	9	169	Selma and Gulf	1,811,863	186,213	105,220	1,269,150	640,000	115,988	40.0	(Under construction)	1,540,000	1,540,000	100
Dec. 31, 1870	50.0	2.6	203	3	Selma, Marion & Memphis, Ala. Miss. & T.	1,600,000	186,213	105,220	1,269,150	800,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	81.3	6.3	13	24	Selma and Meridian	1,600,000	186,213	105,220	1,269,150	786,836	115,988	81.3	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	92.5	9.2	25	10	274 Selma, Rome and Dalton, Ala. & Georgia	1,600,000	186,213	105,220	1,269,150	969,062	115,988	92.5	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	28.5	4.5	4	3	71 Shenandoah Valley and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	869,450	115,988	28.5	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	45.0	4.5	4	2	58 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	700,000	115,988	45.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	61 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	62 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	63 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	64 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	65 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	66 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	67 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	68 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	69 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	70 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	71 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	72 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	73 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	74 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	75 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	76 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	77 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	78 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	79 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	80 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	81 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	82 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	83 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	84 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	85 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	86 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	87 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	88 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	89 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	90 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	91 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	92 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	93 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	94 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	95 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	96 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	97 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	98 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	99 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	100 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	101 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	102 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	103 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	104 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	105 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	106 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	107 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	108 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	109 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	110 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	111 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	112 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	113 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	114 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,150	820,000	115,988	50.0	(Under construction)	1,600,000	1,600,000	100
Dec. 31, 1870	50.0	1.8	2	2	115 Shenandoah and Potomac, Va. & Md.	1,600,000	186,213	105,220	1,269,							



## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	4	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire* guaranteed	900,000	7	7	100
Blossburg and Corning* guar.	250,000	6	6	100
Boston, Concord and Montreal, pref.	1,240,000	6	6	100
Buffalo, N. York and Erie* guar.	950,000	7	7	100
Camden and Atlantic, pref.	753,695	7	7	100
Catawissa* pref. and guar.	2,300,000	7	7	100
Cayuga and Susquehanna* guar.	589,110	7	7	100
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7	100
Central (Ohio), preferred	400,000	7	7	100
Chemung* guar.	380,000	8	8	100
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	119
Chicago, Iowa and Nebraska* guar.	2,900,000	7	7	100
Chicago and Northwestern, pref.	20,970,293	7	7	92
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo* guar.	6,250,000	7	7	100
Jochecho, preferred	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	100
Delaware* guaranteed	594,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guar.	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	60
Evansville and Crawfordsville pref.	100,000	7	7	100
Hannibal and St. Joseph, pref.	6,078,224	7	7	60
Harrisburg and Lancaster* guar.	1,182,550	8	4	111
Houstonville, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	34	28
Joliet and Chicago* guar.	1,600,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington* guar.	1,000,000	7	7	100
Little Schuylkill* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred	948,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,580,135	6	22	11
" 2d pref.	4,051,744	6	22	11
Manchester and Lawrence* guar.	1,000,000	10	10	100
Michigan Southern, guaranteed	585,800	10	10	100
Mill Creek and Mine Hill* guar.	923,375	10	10	100
Milwaukee and St. Paul, preferred	9,744,268	7	7	79
Mine Hill and Schuylkill Haven* guar.	3,775,000	8	8	100
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	100
New Haven and Northampton* guar.	1,344,000	8	8	135
New York and Harlem, pref.	1,500,000	8	8	100
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (S. C.) preferred	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	7	7	108
Ohio and Mississippi, pref.	3,500,000	7	7	100
Paterson and Hudson* guar.	930,000	8	8	100
Paterson and Ramapo* guar.	245,000	8	8	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	100
Philadelphia and Erie* guar.	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,720	10	10	100
Philadelphia and Trenton* guar.	1,099,730	10	10	100
Pittsfield and North Adams* guar.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	100
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	100
Portsmouth and Concord* guar.	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	100
Rochester and Genesee Valley* guar.	557,560	7	7	100
Rutland, preferred	2,040,000	7	7	60
St. Louis, Alton and T. H., pref.	445,556	6	6	36
Sandusky and Cincinnati, pref.	576,050	5	5	100
Schuylkill Valley* guar.	869,450	5	5	100
Shanokin Valley & Pottsville* guar.	1,300,000	7	7	100
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	7	100
" (E. D.) pref.	1,000,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush* guar.	274,000	8	8	100
Vermont and Canada* guar.	2,500,000	7	7	100
Warren* guar.	1,408,300	7	7	100
White Mountains* guar.	200,000	7	7	100
Wrightsv. York & Gettysburg* pref.	317,050	6	6	100
<b>CANAL STOCKS:</b>				
Delaware Division* guar.	1,633,350	8	8	100
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,868,997	6	6	82
Union, preferred	1,000,000	6	6	11
<b>MISCELLANEOUS STOCKS:</b>				
Chamberland Coal, pref.	5,774,400	7	7	100
Mariposa Mining, pref.	5,774,400	7	7	100

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 3¢; Scrap Cast, 3¢; Scrap Wrought, 3¢ per ton.	
Pig, Scotch, No. 1.....	per ton 41 — @ 46 —
Pig, American, No. 1.....	— @ 45 —
Pig, American, No. 2.....	41 50 @ 44 —
Pig, American, Forge.....	— @ 43 —
Bar, Refined, English and American.....	— @ 86 —
Bar, Sweden, assorted sizes.....	(gold) 85 — @ 100 —
<b>STORE PRICES:</b>	
Bar, Sweden.....	117 50 @ 127 50
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 in. x ½ to 1 in.....	100 — @ — —
Bar, Refined, 1½ to 6 by ½ & 6-16 & 2½ to 2½ rd. & sq.....	105 — @ — —
Bar, Refined, 1 & 1½ by ½ & 5-16.....	107 50 @ — —
Scroll.....	117 50 @ 145 —
Ovals and Half-round.....	115 — @ 132 50
Band.....	— @ 110 —
Horse Shoe.....	112 50 @ 120 —
Rods, ½ to 3-16 inch.....	105 — @ 137 50
Hoop.....	120 — @ 165 —
Nail Rod.....	per lb. — 7½ @ — —
Sheet, Russia, as to assortment.....	(gold) — @ — —
Sheet, Single D. and T. Common.....	6 — @ — 7½
Sheet, Doubles and Trebles, Charcoal.....	6½ @ — 8
Sheet, Galvanized, No.'s 10 to 27.....	10 — @ 13 —
Sheet, Galvanized, No.'s 28 and 29.....	15 — @ 19 —
Rails, English.....	(gold) — per ton 64 — @ 66 —
Rails, American, at Works in Penna. c'y.....	74 — @ 75 —
Anvils, (Eagle).....	per lb. currency — 8 @ — —
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality), per lb.....	16 @ — 18
English Spring (2d and 1st quality).....	7 — @ 10 —
English Blister (2d and 1st quality).....	10 — @ 17 —
English Machinery.....	11 — @ 13 —
English German (2d and 1st quality).....	10½ @ 12 —
American Blister.....	— @ 12 —
American, Cast, Tool.....	15 — @ 16 —
American, Spring.....	9 — @ 11 —
American Machinery.....	9 — @ 10 —
American German.....	9 — @ 11 —
<b>NAILS—DUTY:</b> Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)	
Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.....	— @ 5 —
Cut, 8d. and 9d.....	— @ 5 25
Cut, 6d. and 7d.....	— @ 5 50
Cut, 4d. and 5d.....	— @ 5 75
Cut, 3d.....	— @ 6 50
Cut, 2d and 3d. Fine.....	— @ 7 25
Cut Spikes, all sizes.....	— @ 5 25
Cut, Finishing, Casing, Box, &c., 10d to 3d.....	5 50 @ 7 —
Clinch, Kegs.....	6 50 @ 7 —
Horse Shoe, Forged (No. 10 to 5).....	20 — @ 33 —
Copper.....	— @ 40 —
Yellow Metal.....	— @ 26 —
<b>TIN—DUTY:</b> Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.	
Bancas.....	(gold) per lb. — @ 42 —
Straits.....	(gold) — 37½ @ — 38
English.....	(gold) — @ — —
Plates—Fair to good brands.....	Gold — Currency —
I. C. Charcoal.....	per box 11 50 @ 12 — 12 75 @ 13 25
I. C. Coke.....	10 — @ 10 25 11 25 @ 11 50
Coke Terne.....	8 75 @ 9 — 9 75 @ 10 50
Charcoal Terne.....	9 75 @ 10 50 11 — @ 12 —
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk).....	— @ — 13½
Crude, 40 @ 47 gravity (in shipping order).....	— @ — 17½
Refined, Standard White (in ship'g order).....	— @ — 22½
Refined, S. W. (in jobbing lots).....	— @ — 25
Refined, S. W. (in tin).....	27½ @ — 28
Naptha, Refined, (65 @ 73 gravity).....	10½ @ — 11
Residuum.....	per bbl. 4 — @ — —
<b>COPPER—DUTY:</b> Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.	
<b>All Cash.</b>	
Copper, New Sheathing, (over 12 oz.) per lb.....	— @ 36 —
Copper, Bolts.....	— @ 38 —
Copper, Braziers' (over 16 oz.).....	— @ 38 —
Copper, Nails.....	— @ 42 —
Copper, Old Sheathing, &c., mixed lots.....	25½ @ — 26
Copper, Chile Pig.....	— @ — —
Copper, American Ingot.....	— @ 28 —
Yellow Metal, New Sheathing and Bronze.....	— @ 26 —
Yellow Metal, Bolts.....	— @ 28 —
Yellow Metal, Nails.....	— @ 26 —
<b>LEAD—DUTY:</b> Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish.....	(gold) per 100 lb. 5 90 @ 6 —
German.....	(gold) 5 90 @ 6 —
English.....	(gold) 5 95 @ 6 70
Bar.....	8 25 @ — 9 25
Pipe.....	— @ 10 —
Sheet.....	— @ 10 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.	— @ 12 —
<b>COAL—DUTY:</b> Bituminous, \$1.25 per ton of 28 bushels 80 lb. to the bushel; Anthracite, \$1.50; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Newcastle Gas.....	per ton of 2240 lb. — @ 8 —
Liverpool Gas Cannel.....	— @ 12 —
Liverpool House Cannel.....	— @ 17 —
Anthracite.....	per ton of 2,000 lb. 4 50 @ 5 50

## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	Th. 29.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
Canton Co.....	84	83½	84	86	88	86
Central Pacific 6s.....	102½	102½	102½	102½	102½	102½
Central of N. Jersey.....	111	111	112	112½	112½	112½
Chicago & Alton.....	117	117	117	117	117	117
.. pref.....	117	117	117	117	117	117
.. 1 M.....	117	117	117	117	117	117
.. S. F.....	117	117	117	117	117	117
.. Inc. bds.....	117	117	117	117	117	117
Chicago, Burl. & Q.....	136	136	137	137	137	137
.. 8s, 1883.....	136	136	137	137	137	137
Chic. & Northwestern.....	76½	76½	77½	78½	79½	79½
.. pref.....	90½	90½	90½	92½	92½	92½
.. 1st M.....	90½	90½	90½	92½	92½	92½
.. S. F.....	90½	90½	90½	92½	92½	92½
.. Consol.....	90½	90½	90½	92½	92½	92½
Chic. Rock Isl. & Pac. 111½	111½	111½	112	112½	113½	114½
Chl., R. I. & Pa. 7s, 1896-101½	102	102	102	102	102	101½
Clev., Col., C. and Ind. 88½	88½	88½	89	88½	88½	88½
Clev. & Pittsburg guar. 90	90	90	90½	90½	90½	90½
.. 2 M.....	90	90	90½	90½	90½	90½
.. 3 M.....	90	90	90½	90½	90½	90½
.. 4 M.....	86	86	86	86	86	86
Clev. and Toledo.....	86	86	86	86	86	86
.. S. F. 7s.....	86	86	86	86	86	86
Col., Chic. & Ind. C.....	22	22½	22½	23½	23½	23½
.. 1 M.....	92½	92½	92½	92½	92½	92½
.. 2 M.....	92½	92½	92½	92½	92½	92½
Del. & Hudson Canal.....	104	106	105½	105½	105½	106½
Del. Lack. & Western.....	104	106	105½	105½	105½	106½
.. 1 M 7s.....	104	106	105½	105½	105½	106½
.. 2 M 7s.....	104	106	105½	105½	105½	106½
Dubuque & Sioux City.....	32½	32½	32½	32½	32½	32½
Erie Railway.....	32½	32½	32½	32½	32½	32½
.. pref.....	60	60	60	60	60	60
.. 1 M 7s, 1897.....	60	60	60	60	60	60
.. 2 M 7s, 1897.....	60	60	60	60	60	60
.. 3 M 7s, 1893 98½	98½	96½	95	95	97½	97½
.. 4 M 7s, 1880.....	98½	96½	95	95	97½	97½
.. 5 M 7s, 1888.....	98½	96½	95	95	97½	97½
Great Western 2d mort. 89½	89½	89½	89½	89½	89½	89½
Hannibal & St. Joseph, 37½	37½	37½	38½	39	39	39
.. pref.....	59½	56	56	56	56	56
.. 8s, conv. 96½	96½	96½	96½	96½	96½	96½
Hudson River.....	96½	96½	96½	96½	96½	96½
.. 2 M. S. F.....	96½	96½	96½	96½	96½	96½
.. 3 M 7s, 1875.....	96½	96½	96½	96½	96½	96½
Illinois Central.....	92½	92½	92½	92½	92½	92½
.. bonds.....	92½	92½	92½	92½	92½	92½
Lake Shore & Mich. S. 92	91½	91½	92½	93	93	93½
Lake Shore Div. bonds.....	91½	91½	92½	93	93	93½
Marietta & Cin. 1st pref.....	22	22	22	22	22	22
.. 2d pref.....	11	11	11	11	11	11
Michigan Central.....	119	119	119	119	119	119
.. S. F. 8s, 1882.....	119	119	119	119	119	119
M. S. and N. I. 1 M. S. F.....	119	119	119	119	119	119
.. 2 M.....	119	119	119	119	119	119
Mariposa Mining Co.....	119	119	119	119	119	119
.. pref.....	119	119	119	119	119	119
Milw. and St. Paul.....	56½	57	57½	58½	58½	58½
.. pref.....	77½	77½	77½	78½	78½	78½
.. 1st mort.....	93	93½	93½	93½	93½	93½
.. 2d mort.....	107½	107½	107½	107½	107½	107½
.. 8s.....	93	93	93	93	93	93
.. 7-3-10s con. 93	93	93	93	93	93	93
Missouri 6s.....	95	95	95	94½	94½	95
.. H. & St. J. iss.....	92½	92½	92½	92½	92½	92½
Morris and Essex.....	92½	92½	92½	93	93	93
.. 1st mort.....	99	99	99	99	99	99
.. 2d mort.....	99	99	99	99	99	99
New York Central.....	99	99	99	99	99	99
.. 7s, S. F. 1876.....	99	99	99	99	99	99
.. 6s, S. F. 1883.....	99	99	99	99	99	99
.. 6s, S. F. 1887.....	99	99	99	99	99	99
N. Y. Cen. & Hud. Riv. 97½	97½	97½	97½	98½	99½	99½
.. certificates.....	93	93	93½	94	94	94
N. York and Harlem.....	108	108	108½	108½	108	108
.. pref.....	108	108	108½	108½	108	108
.. 1 M 7s, 1873.....	108	108	108½	108½	108	108
N. Carolina 6s, old.....	35½	35	35	35	35	35
.. new.....	18½	18½	19½	19½	19½	19½
Ohio and Miss.....	44	44	44½	44½	46	45½
.. pref.....	75	75	75	75	75	75
.. 1st M.....	75	75	75	75	75	75
Pacific Mail S. S. Co.....	59½	60½	61½	61½	62	62½
Panama.....	81	81	83	84½	85	85
Phila. and Reading.....	112½	112½	112½	114½	114½	114½
Pitts., Ft. W. & Chi. gtd. 98½	98½	98½	98½	98½	98½	98½
.. 1 M.....	100½	100½	100½	100½	100½	100½
.. 2 M.....	100½	100½	100½	100½	100½	100½
.. 3 M.....	100½	100½	100½	100½	100½	100½
Quicksilver Mining Co. 35½	36½	36½	36½	37	37	37
St. L., Alton & T. H.....	36½	36½	36½	37	37	37
.. pref.....	87½	87½	87½	87½	87½	87½
.. 1 M.....	87½	87½	87½	87½	87½	87½
.. 2 M. pref.....	87½	87½	87½	87½	87½	87½
.. Income bds.....	87½	87½	87½	87½	87½	87½
Tennessee 6s, old.....	66½	66½	66½	66½	66½	66½
.. new.....	66½	66½	66½	66½	66½	66½
Tol., Wab. & Western. 75½	75½	75½	75½	75½	75½	75½
.. pref.....	97	97	97½	97½	97	97
.. 1 M.....	97	97	97½	97½	97	97
.. 2 M.....	94½	94½	94½	94½	94½	94½
.. Equipment.....	94½	94½	94½	94½	94½	94½
.. St. Lou. Div.....	94½	94½	94½	94½	94½	94½
Union Pacific.....	34½	34½	35	36	36½	36½
.. 1st mort.....	91½	91½	91½	91½	91½	91½
.. L. Gt. 7s.....	81½	81½	81½	81½	81½	82
.. Inc. 10s.....	87½	87½	87½	87½	82	82
Virginia 6s, old.....	55	55	55	55	55	55
.. new.....	55	55	55	55	55	55
.. consol.....	55	55	55	55	55	55
.. def. cert.....	17½	17½	17½	17½	17½	17½



## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

Th.29. F.1. Sat.2. M.4. Tu.5. W.6

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	107	107	107	107	107
U. S. 5s, 1874, coup.	107	107	107	107	107
U. S. 5s, 10-40s, reg.	107	107	107	107	107
U. S. 5s, 10-40s, coup.	107	107	107	107	107
U. S. 5s, 1881, reg.	108	108	108	108	108
U. S. 5s, 1881, coup.	108	108	108	108	108
U. S. 5s, 1881, reg.	114	114	114	114	114
U. S. 5s, 1881, coup.	114	114	114	114	114
U. S. 6s, '81, O.W.L.	111	111	111	111	111
U. S. 6s, 5-20s, reg. '62.	111	111	111	111	111
U. S. 6s, 5-20s, c. 1862.	111	111	111	111	111
U. S. 6s, 5-20s, reg. '64.	111	111	111	111	111
U. S. 6s, 5-20s, c. 1864.	111	111	111	111	111
U. S. 6s, 5-20s, reg. '65.	111	111	111	111	111
U. S. 6s, 5-20s, c. 1865.	111	111	111	111	111
U. S. 6s, 5-20s, r. n. '65.	110	110	110	110	110
U. S. 6s, 5-20s, c. n. '65.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '67.	111	111	111	111	111
U. S. 6s, 5-20s, c. 1867.	111	111	111	111	111
U. S. 6s, 5-20s, reg. '68.	112	112	112	112	112
U. S. 6s, 5-20s, c. '68.	112	112	112	112	112
U. S. 6s, Pac.R.R. issue.	114	114	114	114	114

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

W.28. Th.29. F.1. Sat.2. M.4. Tu.5

Catawissa preferred	46	47	47	47	47
Camden and Amboy	125	125	125	125	125
.. 6s, 1875	90	91	91	91	91
.. 6s, 1880	92	92	92	92	92
.. mort. 6s, '89	97	97	97	97	97
Elmira & Williamsport	39	38	38	39	39
.. pref.	39	38	38	39	39
Lehigh Navigation	39	38	38	39	39
.. 6s, 1884	93	92	93	90	90
.. Gold L.	93	92	93	90	90
.. R. R. L.	88	88	88	93	93
.. Conv. L.	88	88	88	93	93
Lehigh Valley R.R.	62	62	63	63	63
.. 6s new coup.	95	95	95	95	95
.. 6s new reg.	95	95	95	95	95
Little Schuylkill R.R.	46	46	46	46	46
.. 7s	52	52	52	52	52
Minehill	52	52	52	52	52
Morris Canal	49	49	49	49	49
.. pref.	49	49	49	49	49
North Pennsylvania	49	49	49	49	49
.. 6s, 1880	100	99	99	99	99
.. 7s	100	99	99	99	99
.. 10s, 1887	100	99	99	99	99
Northern Central	39	39	39	39	39
Oil Creek & Alleg. Riv.	39	39	39	39	39
.. 7s	39	39	39	39	39
Pennsylvania R.R.	60	57	60	60	60
.. 1st M.	101	100	100	100	100
.. 2d M.	101	100	100	100	100
.. Gen. mort.	94	94	94	94	94
.. reg.	94	94	94	94	94
Penn. State, 6s, 1st series	101	101	101	101	101
.. 6s, 2d series	106	106	106	106	106
.. 6s, 3d series	106	106	106	106	106
Philadelphia City, 6s	97	97	97	97	97
.. new	100	100	100	100	100
Philad. Germ. & Nor.	50	50	50	50	50
Phila. & Reading	50	50	50	50	50
Philadelphia and Erie	26	26	26	26	26
.. 6s	88	88	88	88	88
.. 7s	88	88	88	88	88
Phila. Wilm. & Balt.	57	57	57	57	57
Schuylkill Navigation	80	80	80	80	80
.. pref.	80	80	80	80	80
.. 6s, 1882	80	80	80	80	80
.. 6s, 1876	80	80	80	80	80
.. 6s, 1872	80	80	80	80	80
Hestonville, (Horse)	21	21	21	21	21
Chestnut & Wal.	34	34	34	34	34
Green & Coates	34	34	34	34	34
2d and 3d streets	34	34	34	34	34
Spruce and Pine	34	34	34	34	34
13th and 15th sts.	34	34	34	34	34

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

W.28. Th.29. F.1. Sat.2. M.4. Tu.5

Baltimore City 6s, 1875	100	100	100	100	100
.. 1886	99	99	99	99	99
.. 1890	99	99	99	99	99
.. 1884	99	99	99	99	99
.. 1900	99	99	99	99	99
Balt and Ohio	149	149	149	149	149
.. bonds, 1875	95	95	95	95	95
.. 1880	95	95	95	95	95
.. 1885	95	95	95	95	95
Marietta & Cin. 1st M.	94	94	94	94	94
.. 2d M.	89	89	89	89	89
.. 3d M.	89	89	89	89	89
Northern Central	39	39	39	39	39
.. bonds, 1885	90	90	90	90	90
.. 1900	90	90	90	90	90
Pittab. & Connellsv. 7s	90	90	90	90	90
N. W. Va. 1st mort.	90	90	90	90	90
.. 2d mort.	90	90	90	90	90
.. 3d mort.	90	90	90	90	90
Virginia 6s, Consol.	55	54	54	55	55
.. Defer. Certif.	17	18	18	17	17
City Passenger R.R.	24	24	24	24	24

## Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

Th.29. F.1. Sat.2. M.4. Tu.5. W.6

Boston and Albany	149	149	149	149	149
Boston and Lowell	143	143	143	143	143
Boston and Maine	143	143	143	143	143
Boston and Providence	143	143	143	143	143
Boston, Hartford & Erie	2	2	2	2	2
.. 7s, new	39	38	38	38	38
Cheshire, pref.	84	84	84	84	84
Chl. Burl. & Quincy	136	136	136	136	136
Concord	80	80	80	80	80
Connecticut River	140	140	140	140	140
Eastern	108	108	109	109	109
Fitchburg	108	108	108	108	108
Manchester & Law'ce	108	108	108	108	108
Michigan Central	118	118	118	118	118
Northern, N. H.	116	116	116	116	116
Ogdens. & Lake Champt	87	87	87	87	87
.. pref.	108	108	108	108	108
Old Colony & Newport	108	108	108	108	108
Ph. W.L. & Baltimore	57	57	57	57	57
Port'd, Saco & Ports.	131	131	131	131	131
Union Pacific	34	34	34	34	34
.. 6s	78	78	78	78	78
.. Land Grant 7s	81	81	81	81	81
.. Income 10s	81	81	81	81	81
Vermont & Canada	99	99	99	99	99
Vermont & Mass.	81	81	81	81	81
South Boston (Horse)	105	105	105	105	105
Cambridge	68	68	68	68	68
Metropolitan	90	90	90	90	90
Middlesex	90	90	90	90	90
Central Mining Co.	12	12	12	12	12
Copper Falls	9	9	9	9	9
Franklin	4	4	4	4	4
National	9	9	9	9	9
Pewabic	45	44	43	43	43
Quincy	45	44	43	43	43

## London Stock Exchange.

—Closing Prices—

Feb. 16. Feb. 9.

Atl. & Gt. West. N. Y. sec. 7 per ct	91	93	91	93
1st mort., 1880	85	90	85	90
Do. do., 2d mort., 1881	85	90	85	90
Do. Penn., 1st mort., 1877	85	90	85	90
Do. do., 2d mort., 1882	85	90	85	90
Do. Consol. 7 per cent. mort. 1890	35	37	35	37
Detroit and Milwaukee 1st mort. 7s	75	79	77	80
Do. 2d mort. 8 p. c.	75	85	75	85
Erie shares 100 dol. all paid	27	28	27	28
Do. steric. 6 p. c. convertible bonds	77	82	75	80
Illinois Central, 6 per cent., 1875	103	100	103	100
Do. Redemption mort. bonds 6 p. c. 101	108	110	106	108
Do. 100 dol. shares, all paid	78	85	85	87
Marietta and Cincinnati 7s	90	100	90	100
Michigan Central 8s, conv. 1869	99	101	99	101
Panama 2d mort. 7s, 1872	85	87	85	87
Panama General mort. 7s, 1897	85	87	85	87
Penn. R. R. bonds, 2d mort. 6 p. c. 101	102	100	102	100
Do. General mort. 6 p. c. 1910	95	97	95	97
Do. 450 shares	49	51	48	50
Philadelphia and Erie 1st mort. 1881	95	97	95	97
Do. with option to be paid in Phila.	95	97	95	97

## American Railroad Journal.

Saturday March, 9, 1873.

## Stock Exchange and Money Market.

The money market was quite close during the earlier part of the week, and the extreme rates quoted in our last issue were the ruling figures, in most of the new negotiations, the offering of Money having been on a restricted scale, while the call for aid, particularly from speculative sources, was decidedly more urgent. The later dealings both in a temporary form, and in the discount line, showed a more comfortable movement for the borrowing interest with call loans quoted to the Government houses and the leading Stock Exchange firms at 6@7 per cent. and strictly prime to good mercantile credits being 7@9 per cent. per annum. Private lenders were more liberal of aid. The Import trade of the week past was remarkable for the largest entries of Dry Goods and the heaviest grand total known in the history of the port for any single week. The total is \$14,600,713, and almost equally divided between Foreign Dry Goods and Foreign General Merchandise. The city banks reduced their loan and discount average nearly a quarter of a million during the week while enlarging their

outstanding circulation a trifle. The U. S. Sub-Treasury reduced its currency balance 31 millions. It made a reduction of 1½ millions in its coin reserve. Its currency balance at the close of business on Tuesday was \$2,917,506 and its coin reserve, \$73,373,709.

The city banks, in their latest return, show a further reduction of \$1,272,500 of legal tender notes, with an increase of \$443,000 of specie, and a decrease of \$2,845,400 of deposits; also a decrease of \$206,400 in their loan and discount averages, and an increase of \$21,700 in their item of circulation. The city bank exchanges, last week, averaged \$109,428,784 and thus far, this week, about 114 millions daily. The banks now hold \$2,454,450 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$18,333,600, against \$24,332,207 same time last year. The city bank deposits are now \$210,172,800, against \$225,059,574 week ending March 4, 1871. The legal tender reserve amounts to \$43,770,400, against \$58,019,768 same time last year. The circulation now stands at \$28,165,400 against \$31,660,282 same time last year. The loans are now \$282,280,100 against \$282,631,886 at this date last year.

The coin reserve of the city banks is now to about 18½ millions as against about 28½ millions on the 6th of January; the legal tender reserve has decreased to \$43¼ millions from \$46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance \$3,757,664 and its coin reserve \$1,151,036 as the result of the week's business. The receipts of the office were \$3,886,692 in coin, and \$2,150,744 in currency; payments, \$5,037,728 in coin, and \$5,908,408 in currency. The office received \$3,062,000 in coin or its equivalent from customs; and disbursed \$1,815,197 of coin interest.

Government revenues yielded liberally, during the week. The excises yielded about three millions, and thus far since July 1, 1871, about \$87,628,351. The customs at the port of New York, last week were \$2,996,845; at the outports, equal to about \$975,000 more, all in coin, or coin certificates.

Gold has been in fairly active demand, chiefly on speculative account and for Custom House purposes, but under rather freer offerings, the price has shown less buoyancy. The Treasury Department will omit the gold sales for March and buy \$2,000,000 bonds, as follows: \$1,000,000 on the 14th and \$1,000,000 on the 28th. The range of the price during the week has been from 109½@110½ and the closing quotation on Wednesday was 110½@110¼ against 110¾@110½ the preceding Wednesday. The specie outflow, last week, was \$678,388. The Gold Exchange Bank clearances have averages about 40½ millions per day during the week.

Gold clearance are now made, in part, through the City Bank Clearing House.

The customs demand for Gold last week, averaged \$510,334 a day; thus far, this week, it has averaged \$552,500 a day or equal to a weekly aggregate of \$3,315,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$21,115, and since Jan. 1, 1872, \$274,604 against \$2,707,515 same time in 1871.



The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been \$107,288,052 against \$98,130,028 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 2, 1872, \$60,789,903, against \$65,115,218 same time in 1870-'71.

The export drain of specie was \$678,388 last week, against \$2,788,062, same week preceding year. The shipments since July 1, 1871, have been \$25,166,661 against \$50,527,601 same time in 1870-'71.

Foreign Exchange has shown less activity and firmness. Bankers' sixty day bills on London closed on Wednesday at 109¼@109½; sight bills on London, 109½@110¼.

The produce exports from this port, week ending with March, 5th were to the currency value of \$4,883,985.

Government securities closed more firmly, on a good investment demand. The last public debt statement showed a further liquidation in February of \$12,391,452.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@116½; U. S. Five-Twenties of 1862, (other than the bonds called in) 111½@111¾; U. S. Five-Twenties of 1864 at 111½@111¾; U. S. Five-Twenties of 1865, 112¾@113; U. S. Five-Twenties of 1865 consolidated, 110¾@111; U. S. Five-Twenties of 1867, 112@112½; U. S. Five-Twenties of 1868, 112½@112¾; U. S. Ten-forties at (ex March coupon) 107½@108; U. S. Fives of 1881 (Funding Loan) 108¾@109. Six per cent. currency bonds, 114¼@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 21.	Feb. 28.	March 6.
Consols .....	92½	92½	93
U. S. 5-20's of 1862..	91½	91¾	92¼
U. S. 5-20's, 1865....	92¼	92	93½
" 1867 ....	92¼	92	92¾
" 10-40s .....	*88¼	*88¼	*88¾

\* Ex March coupon.

The outstanding circulation of United States currency March 1, was \$399,937,774.

State bonds have been in quite moderate request, and very irregular as to price.

The better class of railway bonds have been in fair investment demand, and quoted strong in price. The few lots of Central Pacific Sixes offering find ready buyers at 102½@102¾. Chesapeake and Ohio Sixes are being rapidly closed out at 94 per cent. and accrued interest.

The Chesapeake and Ohio Railroad is rapidly approaching completion; nearly three-quarters of its entire proposed length is already in successful operation, and the remaining portion will undoubtedly be completed during the ensuing summer, under flattering promises of a large and prosperous business in the future.

The Stock Exchange has a adopted resolution prohibiting any transactions in stocks on the part of its members in the lobby, or on the street in the immediate vicinity of the building, before 10 o'clock A. M. (the usual time for the commencement of the regular business of the Board), under a penalty of \$50 for each offense; which rule took effect on the 4th inst.

Railway and miscellaneous share property has

been decidedly brisker, and much stronger as to price, in the leading instances.

General business has been on a moderate scale, with domestic produce, closing weaker as to price, as a rule. Middling upland cotton closed on Wednesday at 22½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,862,569 bales, against 2,990,543 bales same time in the preceding year; exports 1,312,576 bales against 1,836,735 bales in the previous year; stock at the ports at latest dates, 525,772 bales against 695,724 bales same date 1871.

At the Live Stock Markets, Bees have been in better demand at 8½@13½ cts.; Veals at 5@11 cts.; Sheep at 6½@9¾ cts. Swine, at 4½@5¼ cts. per lb., all live weight. The week's receipts were 5,746 Bees, 430 Veal Calves, 17,523 Sheep and Lambs; and 22,800 Swine.

Foreign goods, have been in pretty fair request and prices have been generally quoted steady. Coffee and Sugars, cheaper. The week's imports of foreign goods reached the unprecedentedly large amount of \$14,600,173 including \$7,278,401 of dry goods.

Ocean freights have been less active, and generally less firm.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut 6s, War Loan, 100¼; Arkansas 7s, M., O. and R. R., R. R. 47; South Carolina 6s, new, Jan. and July, 30½; do. Apl. and Oct., 29½; North Carolina 6s, Special tax, 14½; N. Y. State 7s, B. L., 107; Alabama 8s, 93; Brooklyn 2s, W. L., 95; do. P. L., 93¾; Cedar Falls and Minnesota 1st mort., 83¾; Am. Dock and Imp. 7s, 98; Toledo, Wabash and Western consol., 90½; Great Western 1st mort., 1888, 95¼; Ohio and Miss. consol., 94½; Toledo, Peoria and Warsaw 1st mort. W. D., 90½; East Tenn., Va. and Ga. 1st mort., 93; Buffalo, N. Y. and Erie 1st mort., 94½; Cleveland and Pittsburgh consol., 95; Milwaukee and St. Paul 1st mort. Iowa Div., 89; Chicago and Milwaukee 1st mort., 94; Joliet and Chicago 1st mort., 107; North Missouri 1st mort., 91½; Long Dock bonds, 92¼; New York and New Haven 6s, 100; Clev. Col., Cin. and Ind. 1st mort., 101½; Boston, Hartford and Erie 3½; do. 1st mort., 38; do. guar. bonds, 41; St. Louis and Iron Mt. 77; do. 1st mort., 94½; Central of New Jersey scrip, 105; do. 1st mort. new, 105; New Jersey R. R., 126; Long Island R. R., 74; Western Union Tel., 70¾; do. 7s, 96; Quicksilver pref., 40½; Cumberland Coal and Iron, 70; Maryland Coal 18; Spring Mt. Coal, 62; Consol. Coal of Md., 35½; Am. Coal, 42; Adams Exp., 94; Am. Mer. Union Exp., 69¾; Wells Fargo Exp. 73½; U. S. Exp., 69½.

Philadelphia.—Wilmington and Reading 7s, 100; Lehigh Valley 7s, new, 100¾; Morris Canal 2d mort., 92; Pennsylvania Canal 6s, 76; Huntingdon and Top Mountain pref., 14; do., 1st mort., 103; do., consol., 50; West Jersey R. R. 7s, 103; do., 6s, 93½; Catawissa 7s, new, 96¼; Penn. and N. Y. Canal 7s, 97; Belvidere Delaware 3d mort., 81; Susq. Canal 6s, 75; Philadelphia and Reading debent., 84; do., 6s, 1880, 92; do., 7s, 1893, 106; Camden and Atlantic pref., 33½; Nesquehoning R. R., 55; Girard College R. R., 44½; Fifth and Sixth streets R. R., 44½; Penn-

sylvania R. R. allotments, 57½; Allegheny County 5s, 78¼; do., scrip., 75. The latest quotations are: City 6s, 97½@98½; do. free of tax, 100½@100½; Pennsylvania State 6s, W. L. 100@101; do. 1st series, 100@101; do. 2d series, 105@106; do. 3d series, 108@108¾; Reading, 57½@57½; do. mort. 7s, 1893, 100½@100½; do. mort. 6s, 1880, 93@93; Camden and Amboy, 126@126; do. mort. 6s, 1889, 96@97; do. 1883, 90½@91¼; do. 1889, 91@92¼; Pennsylvania R. R., 60@60½; do., allotments, 58@58½; do. 1st mort., 99½@100½; do. 2d mort., 100@—; do. General mort. coupon, 93½@94½; do. reg., 96@96½; Little Schuylkill R. R., 45¼@46¼; Morris Canal, 49@50; do. pref., 123@125; do. 6s, 93@94; Susquehanna Canal, 8@10; do. 6s, 75@76; Schuylkill Nav., 8¼@8½; do. pref., 16½@17; do. 6s 1882, 79¼@79½; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94@95; do. 5s, 60½@—; Lehigh Coal and Navigation, 38½@39; do. 6s, 1884, 89½@90; do. R. R. Loan, 93½@94¼; do. Gold Loan, 92½@93; North Pennsylvania 49½@49½; do. 6s, 99½@100; do., 7s, 96¼@96¾; do. Chatte 10s, 110@112; Philadelphia and Erie, 26½@27; do. 6s, —@91; Minehill, 52½@53; Catawissa, 16@17; do. pref., 46¼@46¾; Lehigh Valley, 64¾@65; do. 6s, new coupon, 96¼@—; do. reg., 96@96; do. 7s, 100¾@—; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 65½@67; Thirteenth and Fifteenth, 21@21¾; Spruce and Pine, 33½@34¼; Green and Coates, 47@—; Chestnut and Walnut, 56@58½; Hestonville, 21@21½; Union, 70@—; Germantown, 38@40.

Boston.—Vermont Central and Vermont and Canada 8s, 1889, 101; Eastern R. R. 6s, 1874, 98½; Cincinnati, Sandusky and Cleveland R. R., 22¾; do. 7s, 1890, 83; Vermont Central 1st mort., 7s, 84½; do. 2d mort., 39; do. 8s, 1891, guar. 99½; Old Colony and Newport 6s, 1876, 97¾; do. 7s, 1877, 103; Little Rock and Ft. Smith 7s, 1900, 30; Vermont and Massachusetts 7s, 100; Kansas City and Cameron 10s, 1892, 105; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 96; Cedar Rapids and Missouri 7s, 1916, 88¾; Detroit, Hillsdale and Indiana 1st mort., 1890, 86¼; Burlington and Missouri River R. R., in Iowa, 110¾; do. 8s, in Nebraska, 98½; Portsmouth, Gt. Falls and Conway R. R., 100¼; Summit Branch, 45¾; Norwich and Worcester R. R., 124¾; Rutland R. R., 17¼; pref., 60¾; do. scrip., 75; Concord and Portsmouth R. R., 115¼; Connecticut and Passumpsic Rivers R. R. pref., 91; Eastern (N. H.) R. R., 102; Boston Water Power Co., 57½; Cary Imp., 15; Waverly Land, 7¾; New Hampshire 6s, 1874, 100¾; do. 1884, 100¾; Maine 6s, 1883, 101¼; Massachusetts 5s, 1880, @1894 gold, 98¾; Boston 6s, 1880, currency, 101¾; do. 1874, ind. and cert., 100; do. 5s, 1880, gold, 98½; Lynn 6s, 1891, 99¾; Chicago 7s, 1881@1890, 98¾; St. Albans, Vt. 6s, 1890, 88; Cook Co., Ills., 7s, 1880, 98¼; Hartford 6s, 1875, 98 Cincinnati 7s, 1890, 104¼; Lowell 6s, 1890, 100; Charlestown 6s, 1876, 99; Allouez Mining Co., 8½; Astor, 45c.; Canada, 30c.; Calumet and Hecla, 130; Dana, 87½c.; Hancock, 3; Humboldt, 1¼; Hanover, 2¼; Minnesota, 7; Mesnard, 70c.; Madison, 60c.; Petherick, 3; Pontiac, 60c.; Ridge, 7½; Rockland, 1¼; Shu-niah, Silver, 11; Star, 50c.

Baltimore.—Richmond and Danville 1st mort.,



83½; Orange, Alexandria and Manassas 7s, 85; Northern Central 6s, 1900, gold, 93½; Orange and Alexandria 4th mort. 8s, 83; Central Ohio R. R., 30; do. 1st mort., 87; Maryland 6s, 1890, 100; George's Creek Coal, 78. The latest quotations are: Pittsburgh and Connelisville 7s, 1898, 90½ @91½; Baltimore and Ohio, 149¼@150; do., pref., 99@100; do., 6s, 1875, 95¼@—; do., 1880, 95@—; do., 1885, 95¼@—; Northern Central, 39½@39¼; do. 6s, 1885, 92@94; do., 1900, 89¼@90½; do., 6s, 1900, gold, 93¼@93¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 98@99; do., 3d mort., 1885, 85@92; Marietta and Cincinnati 7s, 1892, 95¼@96½; do., 2d mort., 88½@89½; do., 3d mort., 75¼@76; Central Ohio, 29¾@30¾; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 84¼@—; do. 1st mort. guar., 93@96; do., 2d mort. guar., 93@94; do., 3d mort. guar., 94@95; do. 2d mort. pref., 75@—; do., 2d mort. guar. by Washington Co., 84@—; Richmond and Danville bonds, 83@83¼; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 82½@83; do., 3d mort. 8s, 93@93½; do., 4th mort. 8s, 83@83½; Orange, Alex. and Manassas 7s, 84¾@85½; Virginia and Tennessee 8s, 90@—; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100¼@100½; do., 1884, 99@99½; do. 1886, 99@99¼; do., 1890, 99½@100; do., 1893, exempt, 98@101; do., 1900, exempt, 99½@99¾; Memphis City 6s, 58@60; Maryland 6s, 1890, 100@100; do. Defense Loan, 1883, 105@105; City Passenger R. R., 23½@24; George's Creek Coal, 78@80.

#### Chesapeake and Ohio Railroad.

Over 300 miles of the Chesapeake and Ohio Road are now in operation, and the rails are being laid at the rate of half a mile daily on the Kanawha division. Steel rails are used on this portion of the road 110 miles, in anticipation of a very heavy mineral traffic between the iron deposits on the central portion of the line and the remarkable coal deposits near the western terminus, which will follow the opening of the entire line before the close of this year. The Company is well organized, and its management is in the hands of some of the best known and strongest business men and capitalists in the country as officers and directors, giving their securities the most substantial guarantee for safety and regularity of income.

We invite the attention of investors to the new advertisement of Messrs. Tanner & Co., the financial agents of the St. Joseph and Denver City Railroad Company, whose first mortgage 8 per cent. gold land grant sinking fund bonds they are now offering at 97½ and accrued interest. The bonds are secured by a first and only mortgage on the road, its franchises, &c., and upon the lands granted the company by Congress, said to amount to 1,700,000 acres, officially certified to the company by the Commissioner of the General Land Office in his official report to Congress, transmitted through the Secretary of the Interior on January 10, 1872. Messrs. Tanner & Co. rank among the most respectable bankers in the city, and their recommendations are accordingly entitled to consideration.

The contract for the construction of the St. Joseph and Denver railroad to the 170th mile post, west of the Missouri, has been let.

BANKING-HOUSE OF FISK & HATCH,  
No. 5 NASSAU-STREET,  
New York, March 1, 1872.

WE ARE SELLING THE CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS at the rate of 94 and accrued interest. They are in denominations of \$1,000, \$500, and \$100 registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin. Bonds delivered by express, charges paid.

These bonds, besides being the formal obligations of a well-established, substantial and thoroughly responsible corporation, comprising among its officers and directors some of the most experienced and trusted capitalists and business men of the country, are also secured by a mortgage lien upon the whole great railroad line, equipment, property, and franchises, whose cost and value will not be less than thirty millions, and which is destined, at an early day, to have a productive value of nearly double this sum.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS at their current prices. Descriptive pamphlets, with full information, furnished on application.

We receive deposits and allow interest at the rate of four per cent. on balances; make collections in all parts of the country; issue certificates of deposit, and do a general banking business.

FISK & HATCH.

HARVEY FISK,  
A. S. HATCH.

At a recent meeting of the friends of the Detroit, Fort Wayne and St. Louis railroad, at Ft. Wayne, Ind., an organization was effected on a basis of a capital of one million dollars and fully fifty thousand dollars was at once subscribed. A Board of Directors was elected, and also for the first year the following officers: A. P. Egerton, President; John Roche, Vice President; Charles McCulloch, Treasurer; William Fleming, Secretary.

A number of enterprising gentlemen at Hamonton and Tuckerton, N. J., are moving in the matter of building a railroad from the former to the latter place, a distance of twenty-four and a half miles. Preliminary meetings have been held and the necessary committees appointed. It is designed to have this road in running order by the 1st of October next.

The directors of the Frederick and Pennsylvania Line railroad have authorized the president, John Loats, Esq., to purchase iron sufficient to complete the road from Little Pipe creek to Woodsboro.

The contract for the grading, bridging, masonry and tracklaying of the River Railroad from Winona, Minn., to La Crescent, has been let to Messrs. Langdon & Co. It is to be completed about the middle of August.

The directors of the New York, West Shore and Chicago Railway, have appointed Robert G. Rankin, of Newburgh, Land Commissioner for the Eastern division of the road extending from New York to Athens.

#### THE 8 PER CENT. FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY,

in denominations of \$1,000, \$500 and \$100, Coupon or Registered, can now be obtained to a limited amount only from the undersigned, or through the principal Banks and Bankers throughout the United States.

The safety and reliability of these Bonds is evidenced in the continued and increasing demand for them by prudent and careful investors, who have invested in them after a most thorough and rigid examination of the security pledged for their payment, both interest and principal.

THEY ARE SECURED by a first and only mortgage on the Company's railroad (which will soon connect the Union Pacific Road at Fort Kearney with the City of St. Joseph, Mo., already an important railroad centre)—upon the Franchises of the same—upon the Equipment and personal property of every description—upon the Land Grant of the Company granted by Special Act of Congress, approved July 23d, 1866, amounting to 1,700,000 acres, which has been officially Certified to the Company by the Commissioner of the General Land Office in his official report to Congress, transmitted through the Secretary of the Interior on January 10th, 1872.

The Bonds are issued only as they represent a completed and equipped Road; all proceeds of Bonds beyond this are held by the Trustees in trust until the necessary completion entitle the Company to these proceeds.

The Road is built first-class in every particular, and has been so received and accepted by the Department of the Interior.

The Mortgage Deed of Trust prohibits the sale of any of the Company's Lands at less than four (\$4) dollars per acre, payable to the Trustees and applied to the payment of the Bonds, through the operation of the Sinking Fund. The payment of the Bonds before maturity is not compulsory upon the holders.

The Bonds are therefore secured by two classes of property combined in one mortgage, the value of either largely exceeding the amount of bonds which can be issued under the mortgage.

Trustees—Farmers' Loan and Trust Company of New York.

The Bonds have thirty years to run, with both principal and interest payable in Gold. The principal payable in New York, the interest at eight (8 p.c.) per cent., payable in February and August either in New York, London or Frankfurt-on-the-Main, free of tax.

Price 97½ and accrued interest in Currency. The Bonds are receivable at par and accrued interest in payment for the Company's Land Sales. Maps, circulars, documents and full information furnished on application.

The Bonds of this Company have always been received with favor by investors and capitalists, have always commanded a ready market, and we unhesitatingly recommend them—believing this loan will rank equally with that of the Eastern Division issues, which are now selling at a premium above par.

TANNER & CO.,  
Bankers, No. 11 Wall Street.



## Commerce of New York.

The foreign imports at New York for the month of January, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	\$14,169,556	\$17,940,512
Do. for warehousing....	11,058,118	14,904,802
Free goods.....	3,855,702	2,729,060
Specie and bullion.....	208,686	105,332

Total entered at port....	\$28,792,062	\$35,679,496
Withdrawn fr. wareh'use	13,006,264	12,399,012

The foreign imports at New York for the seven months ending January 31, were:

	1871.	1872.
Entered for consumpt'n.	\$105,024,392	\$121,583,698
Do. for warehousing...	64,566,051	79,627,649
Free goods.....	10,630,456	15,784,547
Specie and bullion.....	4,910,371	1,711,878

Total entered at port....	\$185,131,270	\$218,707,772
Withdrawn fr. wareh'use	64,231,875	74,862,053

The revenue from customs at New York for seven months from July 1, has been as follows:

	1871.	1872.
6 mos. ending Jan. 1.	\$67,729,184 75	\$74,078,181 75
In January.....	12,010,020 67	13,817,086 82

Seven months .... \$79,739,205 42 \$87,895,268 57

The exports from New York to foreign ports in the month of January, were:

	1871.	1872.
Domestic produce.....	\$18,370,758	\$18,179,488
Foreign free goods.....	43,412	86,642
Do. dutiable.....	423,706	684,874
Specie and bullion.....	2,149,211	1,540,362

Total exports.....	\$20,987,087	\$20,491,366
Do. exclusive of specie.	18,837,876	18,951,004

The exports from New York to foreign ports for seven months ending January 31, were:

	1871.	1872.
Domestic produce.....	\$121,411,196	\$133,467,152
Foreign free goods....	121,640	686,805
Do. dutiable.....	4,959,959	4,401,337
Specie and bullion....	43,500,086	23,851,286

Total exports.....	\$169,992,881	\$162,406,580
Do. exclusive of specie.	126,492,795	138,555,294

## Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—CONTRACTS AGAINST NEGLIGENCE—LIVE STOCK.

The facts in the late case of *Harkins vs. Great Western R. R. Co.*, (17 Mich., 57,) are fully and clearly stated in the following opinion by—

CAMPBELL, J.—Plaintiff shipped certain horses over the railway of the defendants, under a contract which provided that the owners took all risks of loss, injury, damage, and other contingencies "in loading, unloading, conveyance, and otherwise, whether arising from the negligence, default, or misconduct, gross or culpable, or otherwise, on the part of the railway company's servants, agents, or officers." The contract contained a further provision that, when free passes were given to persons in charge of animals, or to their owners or consignees, the company should not be responsible for any negligence, default, or misconduct, gross, culpable, or otherwise, on the part of the company or their servants, or of any other person or persons, causing or tending to cause the injury or detention of the animals. The injury

in this case occurred by reason of the bottom of the carriage giving way. Whether this was caused by a defect in the carriage, or by reason of some other neglect or fault in the course of the transit, does not distinctly appear, as the court below found that the company was not liable at all under this agreement. But, from the course of the argument, we infer that defective cars caused the damage. In *Shaw v. The York and North Midland Railway Co.* 13 Q. B. 347, under a contract which exempted the carrier from liability "for any injury or damage (however caused)" the court intimated a doubt whether the plaintiff might not have alleged a duty to furnish proper and sufficient carriages, and that the loss happened from a breach of that duty, notwithstanding the terms of the contract, which were fully as broad as those in the present case. Unless some showing was made that the plaintiff, with proper opportunities of observation and with notice of their actual condition, assented to the use of the cars on which their horses were shipped, we think they were entitled to expect that reasonably proper cars would be furnished.

While there is in one clause of the contract an exception of every default, the fair inference is, that this language was used as referring to defaults in the particulars specified in the previous articles, viz: "loading, unloading, conveyance, and otherwise," and in matters of a like kind. The rule is usually applicable, that where no intention to the contrary appears, general words used after specific terms are to be confined to things *ejusdem generis* with the things previously specified.—*American Transportation Co. v. Moore*, 5 Mich. 368. We think it would not occur to any one executing such a contract, that it had reference to any risks except such as were likely to arise from the nature of the freight; and from casualties and defaults occurring during the loading, transportation and unloading and delivery. It would not lead him to contemplate risks not incident to the ordinary transaction of business, and arising from negligence in no way likely to be incurred by a company using ordinary care in the management of its affairs. He would fairly be led to assume that the company possessing the usual facilities for the carrying trade, of which cars are the first and indispensable means, merely sought exemption from risks incurred in the employment of those means. If the cars in question were unfit for the purpose to which they were applied, and if that unfitness was of such a character as to imply fault in the company or their agents for allowing them to be used, we think they are responsible for the damages which occurred from their use. As the case shows, there was evidence tending to show negligence, and as the negligence may have consisted, and is assumed to have been, in the use of unfit cars, the case should have gone to the jury upon this point. The judgment should be reversed, and a new trial granted.

Judgment reversed.

## Lake Superior Iron Trade.

The following is a statement of the production of ore and pig iron in this district from 1856 to 1871, inclusive, in gross tons, together with the aggregate value:

Year.	Iron Ore.	Pig Iron.	Ore and Pig.	Value.
1856.....	7,000	.....	7,000	\$28,000
1857.....	21,000	.....	21,000	60,000
1858.....	21,035	1,629	32,661	249,202
1859.....	65,679	7,258	72,937	575,529
1860.....	116,908	5,660	122,568	736,496
1861.....	45,430	7,970	53,400	419,501
1862.....	115,721	8,580	124,311	984,977
1863.....	185,257	9,813	195,070	1,416,935
1864.....	235,123	13,832	248,955	1,867,215
1865.....	196,256	12,283	207,539	1,590,430
1866.....	296,972	18,437	315,309	2,405,960
1867.....	466,076	30,911	496,987	3,475,820
1868.....	507,813	38,246	546,059	3,992,413
1869.....	633,238	39,003	672,241	4,968,435
1870.....	856,471	49,298	904,319	6,300,170
1871.....	813,379	51,225	864,604	6,115,895

Total... 4,585,318 294,685 4,888,553 35,185,778

It is proper to remark that the values in the above table are computed from the average value of ore and pig iron on the dock at Marquette. The iron exports of the district for 1871 would represent the value of about eleven million dollars in the Cleveland market, where ore is now quoted at \$10 50 per ton, and pig iron at \$45@47.—*Marquette Mining Journal*.

## The Most Favorable Route to the Pacific.

The wise selection of the route traversed by the Northern Pacific Railroad, ensuring the easy regularity of the movement of its trains over the whole length of the road during the Winter season, with a greater freedom from the natural obstacles that have delayed travel over the other Pacific roads, is fully confirmed by the concise and able report of Mr. W. M. Roberts, the Engineer-in-Chief of the Northern Pacific Company.

The eminent position held by Mr. Roberts, and his thorough knowledge of the advantages enjoyed by this road, in its passage through that rich and fertile section of our country, gives great weight to the statements embodied in his report. In view of the great importance to the East of uninterrupted railroad facilities to the Pacific, it is satisfactory to learn from the report of Mr. Roberts, that even throughout such a remarkable Winter on the Pacific as the past one, the Northern Pacific Railroad could easily be kept open for regular traffic its entire length across the continent.

The report further states that the road for 200 miles West, from Duluth to Oak Lake, has been free most of the way this Winter, without snow-fences, and other roads in Minnesota have been but little troubled from snow, while a few miles of snow-fences would keep the N. P. Road free from obstruction from Lake Superior to the Missouri River. The thermometer, during the greater part of January, ranged from 15 deg. to 48 deg. above zero, even in Montana, among the Rocky Mountains, while in February the average was 42.5 degrees, and that degree of cold is attributed to the unusually early snows and cold weather. The cattle range through the valleys most Winters, and are usually fatter in Spring than when turned out near Winter. The report contains additional valuable information from other portions of the road, showing less risk of deep snow or drifts along the line; the cattle had plenty of grass the entire Winter in the Muscle Shell Valley, which is one of the most elevated portions of the



line. The report refers to the snow fall on the Union Pacific Road, for 180 miles, every part of which is 1,000 feet higher than the highest summit on the Northern route, and most of which is 2,500 to 3,000 feet higher than the mountain section of equal length on the Northern Pacific line, and predicts as complete exemption from winter blockade for the N. P. R. R. as is enjoyed by railroads in New York or New England, owing to the valley route and sheltered position through Montana, which greatly prevents the drifting of what snow there is on the line of the Northern Pacific Road, and which will greatly facilitate the easy and successful working the year round of this important and most necessary railroad enterprise.

#### Statement of the Public Debt of the United States March 1, 1872.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000 00	\$166,666 67
5 per cent. 1881 bonds, 1861..	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861..	189,321,200 00	1,893,212 09
6 per cent. 5-20 bonds, 1862..	*347,517,150 00	6,950,343 00
6 per cent. 1881 bonds, 1863..	750,000 00	750,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864..	2,476,500 00	49,530 00
6 per cent. 5-20 bonds, 1864..	81,328,500 00	1,626,570 00
6 per cent. 5-20 bonds, 1865..	162,869,700 00	3,257,394 00
6 per cent. consols, 1865.....	229,636,200 00	2,296,362 00
6 per cent. consols, 1867.....	320,975,250 00	3,209,752 50
6 per cent. consols, 1868.....	39,266,000 00	392,660 00
5 per cent. funded loan of 1881	167,832,400 00	699,301 66

Aggregate of debt bearing coin interest.....\$1,850,150,200 00 \$26,349,574 33  
Interest due and unpaid.....6,549,653 55  
\* Of this loan \$140,000,000 have been called for redemption, and \$89,179,050 have been redeemed and deducted.

DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. certificates, 1867-68	\$19,140,000 00	\$164,768 82
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	13,560 00
Aggregate of debt bearing interest in lawful money....	\$33,818,000 00	\$248,318 82
Interest due and unpaid.....		100 00

\* Of this amount \$690,000 have ceased to bear interest.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
6 per cent. bonds, 1842.....	6,000 00	360 00
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	117 00
6 per cent. bonds, 1847.....	3,925 00	240 47
6 per cent. bonds, 1848.....	24,900 00	1,281 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	650 00
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,675 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	20,000 00	1,520 97
5 per cent. 1 year notes, 1863.	109,977 00	5,498 85
5 per cent. 2 year notes, 1863.	68,255 00	5,022 18
6 per cent. compound interest notes, 1863-64.....	646,430 00	127,850 89
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	377,000 00	40,979 59
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,393 80

Aggregate of debt on which interest has ceased since maturity.....\$1,679,142 26 \$270,208 54

DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$91,101 25	
Legal tender notes, 1862-63..	357,500,000 00	
Fractional currency, 1862-3-4.	41,491,300 43	
Coin certificates, 1863.....	32,520,000 00	
Unclaimed interest.....		14,644 65
Aggregate of debt bearing no interest.....	\$431,602,401 68	\$14,644 65

#### RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,467,750,500 00	
Bonds at 5 per cent.....	382,399,700 00	
	\$1,850,150,200 00	\$32,899,227 88
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	19,140,000 00	
	\$33,818,000 00	248,318 82
Debt on which interest has ceased since maturity.....	1,679,142 26	-270,208 54
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	357,591,101 25	
Fractional currency.....	41,491,300 43	
Coin Certificates.....	32,520,000 00	
	\$431,602,401 68	
Unclaimed interest.....		14,644 65
	\$2,317,249,743 94	\$33,432,499 89
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,350,682,243 83

#### AMOUNT IN TREASURY.

Coin.....	\$110,405,319 02
Currency.....	14,463,426 83
	\$124,868,745 85
Debt, less amount in Treasury, Mar. 1, 1872.	\$2,225,813,497 98
Navy pension fund, 3 per cent.	14,463,426 83
Decrease of debt during the past month....	\$12,331,451 52
Decrease of debt since March 1, 1871.....	94,895,348 94
Decrease from March 1, '69 to March 1, '72.	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,283 20
Totals.....	\$64,623,512 00	\$646,235 12

Interest paid by United States, \$14,631,870 18; interest repaid by transportation of mails, &c., \$3,477,125 18; balance of interest paid by United States, \$11,154,745.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Feb. 29, 1872.

GEO. S. BOUTWELL,  
Secretary of the Treasury.

#### A National Narrow Gauge Enterprise.

Mr. Ph. Lee Anthony, of Little Rock, Arkansas, in a letter addressed to the San Antonio Herald, gives the outlines of a scheme with which he is connected as president of the company, viz:

The project is that of an air-line narrow gauge railway from St. Louis to Alexandria and Algiers in Louisiana, via Little Rock and Pine Bluff, with a branch from Little Rock, eastward, to Osceola, and an air-line to Washington City, New York and Boston; and westward, by Hot Springs and Ultima Thule to the Thirty-second Parallel or Texas Pacific railway to San Diego—a distance of 2,800 miles from Washington to the Pacific. This is claimed as the shortest line that can be built on the territory of the United States from ocean to ocean.

A nearer line can, however, be had through Mexico to Mazatlan, the best harbor on the Pacific coast. The line proposed is a continuance of the route from near Fort Towson to Arkville, in Red River county, Texas, thence by Canton, in Van Zandt; Mariin, in Falls; Austin, in Travis; San Antonio, in Bexar; and Lerado, in Webb; thence to Monclova, in Coahuila, and through the States of Durango and Sinaloa to Mazatlan. The distance through Texas will be about 550 miles, over a splendid country for railways, and about the same distance in Mexico.

Texas has made a liberal donation to the Thirty-second Parallel or Texas Pacific Railway, and Mr. Anthony is of the opinion that if this road were properly presented, Texas would be equally

disposed to be liberal to a railway running through her capital and the heart of the country. Mexico has been liberal to railway enterprises through her territory, and no doubt is entertained that the States of Coahuila, Durango and Sinaloa would also give liberal encouragement to a road that would compete for the Asiatic trade and carry the rich productions of Japan, China and the East Indies over her soil.

#### Railroads in New Brunswick.

The St. John Telegraph asserts that the Province of New Brunswick has now in operation and in course of construction a larger number of miles of railroad in proportion to its population than any other country in the world. It supports this assertion by giving in round numbers the figures relating to the length and cost of the New Brunswick railroads. From the data thus furnished we learn that there are now in course of construction that part of the Intercolonial Railway from Moncton to the boundary of the Province of Quebec by the Government of the Dominion, some 220 miles; and the Fredericton and River du Loup Railroad, 160 miles (recently contracted for.) The Albert County Railroad, a very important line, is also likely to be built, but is not included in the enumeration. The Telegraph sums up as follows:

"Railways now in working order in New Brunswick, 388 miles. In course of construction and to be completed within 18 months, 220 miles. Under contract, and now being located, 160 miles; in all 768 miles!

These railroads cost in round figures \$23,785,000, in aid of which the Governments of New Brunswick and of the Dominion contribute over \$16,000,000 in cash and 1,720,000 acres of land. A pretty good exhibit for little New Brunswick!"

We wish to draw the attention of our readers to a comparatively new lubricator which is now in the market. The manufacturers, Messrs. ISAAC U. COLES & Co., have had it thoroughly tested on several of our most prominent railroads, and the result proved their compounds the cheapest and most satisfactory lubricators ever produced. Their Tallow Packing for Car Journals, besides being about Twenty Five per Cent cheaper than any other Lubricator, completely prevents hot Journals, protects the inside of the boxes against dust, and consequently preserves the brasses. The last though not the least feature is that it needs less attention than oil and waste.

In regard to the Tallow Lubricator we will only observe that it can be run on any Engine, in place of Tallow with the same profit as the above named, as it will not waste or melt away any quicker than it can be consumed. The oil will not gum, and it will do the same work as sperm oil.

The following are the names of the parties to whom the contracts on the Shenandoah Valley Railroad to Front Royal have been awarded: J. M. Barry & Co., Lancaster, Pa., 6 miles; H. Etle, Middletown, Pa., 5 miles; H. H. Crumlish, Wilmington, Del., 10 miles; Donohue & Bros., Emmitsburg, Md., 3 miles; Purcell & Co., White Post, Va., 2 miles; Meehan & Borland, Richmond, 5 miles; Malone & Gilless, Lancaster, Pa., 5 miles.



**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of February, were:

**ENTERED FOR CONSUMPTION.**

	1871.	1872.
Manufactures of wool....	\$3,885,022	\$3,729,846
" cotton....	2,785,115	3,062,648
" silk....	2,645,480	3,498,026
" flax....	1,432,070	1,640,592
Miscellaneous dry goods..	785,858	1,291,399

Total entered for consump. \$10,983,545 \$13,222,511

**WITHDRAWN FROM WAREHOUSE.**

	1871.	1872.
Manufactures of wool....	\$1,251,135	\$1,580,272
" cotton....	729,689	958,308
" silk....	701,838	1,212,038
" flax....	637,360	748,950
Miscellaneous dry goods..	141,542	169,564

Total withdrawn from warehouse \$3,461,564 \$4,669,132

Add entered for consump. 10,983,545 13,222,511

Tot. thrown on the market \$14,445,109 \$17,891,643

**ENTERED FOR WAREHOUSING.**

	1871.	1872.
Manufactures of wool....	\$1,462,606	\$1,678,786
" cotton....	805,736	830,936
" silk....	579,805	1,031,176
" flax....	531,246	608,524
Miscellaneous dry goods..	185,944	187,595

Total entered for wareh'g. \$3,565,337 \$4,337,017

Add entered for consump. 10,983,545 13,222,511

Total entered at the port. \$14,548,882 \$17,559,528

The imports of foreign dry goods at New York for two months from January 1, were:

**ENTERED FOR CONSUMPTION.**

	1871.	1872.
Manufactures of wool....	\$4,578,914	\$5,836,846
" cotton....	4,254,712	5,138,722
" silk....	4,148,136	5,461,961
" flax....	2,366,717	2,709,555
Miscellaneous dry goods..	1,318,506	2,226,735

Total entered for cons'p. \$16,666,985 \$21,373,819

**WITHDRAWN FROM WAREHOUSE.**

	1871.	1872.
Manufactures of wool....	\$2,001,840	\$2,818,370
" cotton....	1,231,365	1,724,675
" silk....	1,239,245	2,057,275
" flax....	1,179,003	1,480,516
Miscellaneous dry goods..	259,681	334,984

Total withdrawn from warehouse \$5,911,134 \$8,415,820

Add entered for consump. 16,666,985 21,373,819

Total thrown on the market \$22,578,119 \$29,789,639

**ENTERED FOR WAREHOUSING.**

	1871.	1872.
Manufactures of wool....	\$2,411,648	\$3,159,507
" cotton....	1,541,221	2,040,196
" silk....	1,053,474	2,290,072
" flax....	985,799	1,254,761
Miscellaneous dry goods..	331,880	409,095

Total entered warehouse. \$6,323,922 \$9,153,631

Add entered for consump. 16,666,985 21,373,819

Total entered at the port. \$22,990,907 \$30,527,450

**A. J. HODDER**, Vice President of the Ken-

tucky and Great Eastern Railroad, informs the *Railroad Record* that one hundred and forty six miles of this important road, being that part of the line from Newport to Catlettsburgh, has been placed under contract to Messrs. Alton and Beach, of New York City, men well known in railroad circles as energetic, experienced and

peculiarly strong. The work is to be opened in a few weeks and vigorously prosecuted to completion.

**Connecticut River Railroad.**

The earnings of this road for the ten months ending September 30, 1870, and the twelve months ending September 30, 1871, were as follows:

	1870.	1871.
From passengers....	\$253,503 36	\$319,462 33
" freight....	296,181 29	376,701 51
" mails....	5,093 24	6,076 50
" express....	11,056 63	13,080 47
" rents, etc.....	6,191 80	10,071 02
	\$571,972 32	\$725,391 83

**Expenses, viz:**

Repairs of road.....	\$90,916 04	\$141,659 56
" bridges....	1,483 07	2,628 37
" buildings....	10,114 59	19,677 26
" locomotives....	22,480 19	24,128 17
" cars....	33,262 58	65,373 08
" tools, etc....	3,588 94	2,071 79
Running trains....	86,082 83	128,156 34
Station expenses....	48,051 87	53,852 08
General expenses....	12,462 33	14,245 41
Stationery, etc.....	5,559 68	6,187 36
Gratuities and damages	2,451 00	5,144 16
Removing snow....	1,851 53	1,238 77
Water works....	1,939 29	3,279 60
Miscellaneous....	6,668 23	9,847 92
	\$326,912 14	\$477,498 87

Net earnings.... \$245,060 18 \$247,901 96

Surplus per last report. 216,146 66 219,110 08

Total..... \$461,206 84 \$464,012 04

Against which are charged—

Interest paid....	\$19,211 09	\$20,165 26
Payment to Sinking F'd	8,000 00	8,000 00
Taxes....	45,903 92	46,612 16
Insurance....	1,981 75	2,132 40
Dividends January....	85,000 00	85,000 00
" July....	85,000 00	85,000 00
Surplus September 30.	216,110 08	217,102 22

Total, as above... \$461,206 84 \$464,012 04

The business of the road has been good. Comparing it with that of the ten months covered by the last annual report and making due allowance for difference in time, the gross income appears to have been about six and one-half per cent. above that of the preceding year. The expenses show a still larger increase, but this results from some extraordinary charges which might properly have been carried to construction account. The net income has provided for the usual dividends.

The road and equipment have been kept up to a high standard. The track repairs and new sidings have absorbed 31,359 cross-ties, 232 kegs of spikes, 773 tons of new and rerolled rails, besides the mending and replacement of 257 partly worn bars.

In addition to the ordinary repairs, a new thirty-ton locomotive, to replace a lighter machine sold, a new smoking and baggage car and 16 platform freight cars have been built at our shops, and three additional passenger cars have been purchased, two of them being charged to the account of operating expenses.

The cost of the road and equipment to this time is \$2,146,999 52, or say \$41,012 41 per mile in length of the Main Line and Chicopee Branch. The capital stock paid in is \$1,700,000. The bonded debt, amounting to \$250,000, is provided for by a sinking fund which now amounts to \$117,755 37 and will probably equal the entire debt when it shall have matured.

During the year some two miles of sidings and branch tracks have been added to our station accommodations. A recent measurement shows that we now have 15½ miles of side tracks, exclusive of two miles of branch tracks for freight

distribution at Holyoke. The increasing number of trains on the lower part of the road makes it necessary to extend the second track from its present terminus at Chicopee, and it is contemplation to prosecute this work to Willimansett or Holyoke next season.

In May last the legislature chartered a company to build a railroad from Mt. Tom station to Easthampton. The company was duly organized and the road is nearly completed. In pursuance of votes passed by the two companies a lease of the road was made to this company bearing date June 6, 1871.

The company have 17 locomotives, 20 passenger, 2 sleeping, 5 smoking and baggage, 5 smoking and Post-office, 2 baggage and express, 132 house freight, 121 platform freight and 32 stone (platform) cars, and 1 steam car. Miles run with passenger trains, 150,226; with freight, etc., trains, 147,124—total 297,350. Number of passengers carried, 876,481; do. carried one mile, 10,444,382. Tons of freight carried, 332,542; do. carried one mile, 8,275,900. Earnings per mile of road \$13.950. Earnings per mile run, \$2 49.3; operating expenses per mile run, \$1 60.6; net earnings per mile run, \$0 90.1. Per centage of expenses to earnings, 65.6.

**BALANCE SHEET, SEPTEMBER 30,**

	1870.	1871.
Cost of road and equipment.....	\$2,100,430 13	\$2,146,999 52
Materials.....	108,831 84	94,243 78
Paymaster.....	24,153 15	.....
Ferry stock and real estate.....	5,678 12	5,678 12
Bills receivable....	3,333 00	3,702 67
Suspense account....	290 41	290 41
Post-office department.....	1,669 15	1,669 15
National tax.....	.....	1,634 98
Dues from individuals and corporations..	19,536 95	12,482 13
Dues from station agents.....	77,855 87	82,216 81
Commissioners of Sinking Fund.....	103,312 21	117,755 37
Investments.....	5,599 00	11,041 48
Cash.....	53,586 67	119,894 39
	\$2,504,276 50	\$2,607,608 61
Capital stock.....	\$1,700,000 00	\$1,700,000 00
Mortgage bonds, due Sept. 1, 1878....	250,000 00	250,000 00
Bills payable.....	70,000 00	132,300 00
Expense bills payable	36,287 34	.....
National tax.....	2,273 31	.....
Unclaimed dividends,	251 00	2,516 00
Paymaster.....	.....	31,547 52
Dues to individuals and corporations..	126,042 56	156,387 50
Sinking Fund.....	103,312 21	117,755 37
Surplus earnings....	148,253 23	180,433 75
Profit and loss.....	67,856 85	36,668 47
	\$2,504,276 50	\$2,607,608 61

**President**—DANIEL L. HARRIS.

**Directors**.—Daniel L. Harris, Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Oscar Edwards, W. B. Washburn, Roland Mather, S. M. Waite.

**Clerk and Treasurer**.—SETH HUNT.

**Auditor**.—ELIPHALET WILLIAMS.

**Superintendent**.—JOHN MULLIGAN.

The Denver and Rio Grande (narrow gauge) Railroad Company, has finished grading and bridging the second division of forty-two miles, from Colorado Springs to Pueblo, Col. The track laying will be commenced immediately, and by the middle of April regular trains will be running from Denver to Pueblo, 118 miles,



The Wisconsin Valley Company are now ready to commence the grading of their road from Tomah to Grand Rapids. The contract calls for the completion of the road between the two points on or before the first of September next.

The work of surveying and locating the connecting link of road between the Chicago and Northwestern Company's "Baraboo Extension" and the West Wisconsin Railroad, has been commenced at Tomah.

The directors of the Kent County (Md.) Railroad have formally accepted that portion of the road between Chestertown and Worton station, and the cars are now running to Chestertown, Md.

Track laying has been commenced on the Western, Elizabethtown and Paducah Railroad. It is expected that the road will be completed by June.

The stock in the proposed Lowell and Andover Railroad is being rapidly taken up. About \$70,000 have been subscribed since the passage of the General Railroad bill.

The Mobile and Montgomery railroad is to be extended from Tensas into the city of Mobile.

Passenger trains on the Western Maryland Railroad are now running daily between Smithburg and Baltimore.

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1,000 Tons TREDEGAR RAILS.  
1,000 Tons CROSHEY RAILS.  
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### RAILROAD IRON.

1,400 Tons 40 lb. Welsh Rails, made by the Rhymney Company, in store for sale by

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### RAILROAD IRON.

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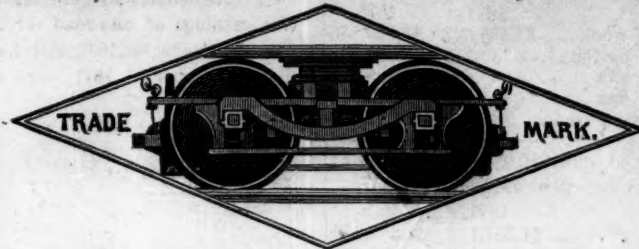
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Fig. No. 1, Car Loaded & at Rest.

The brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, K, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and K.

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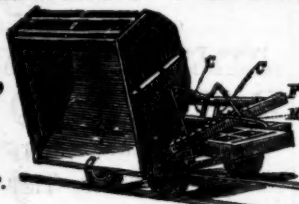


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

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March 15, steamer HENRY CHAUNCEY, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jam., connecting at Panama with steamer ALASKA, Capt. —, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of March 13.

Steamer CHINA will leave San Francisco, April 1, 1872, for Japan and China.

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